625.7
C762
1913/14
c.2

REMOTE STORAGE

State of Connecticut

BIENNIAL REPORT

OF THE

HIGHWAY COMMISSIONER

FOR THE YEARS ENDED

SEPTEMBER 30, 1914

UNIVERSITY OF ILLINOIS LIBRARY
AUG 1 0 1915

State of Connecticut
PUBLIC DOCUMENT No. 36

BIENNIAL REPORT

OF

The Highway Commissioner

TO

THE GOVERNOR

For the Term Beginning February 26, 1913 and Ending October 1, 1914.

PRINTED IN COMPLIANCE WITH STATUTE

HARTFORD
PUBLISHED BY THE STATE
1914

PUBLICATION
APPROVED BY
THE BOARD OF CONTROL.

THE JOURNAL PRINT
ROCKVILLE, CONN.

CHARLES J. BENNETT,
Mem. Am. S. C. E.
Highway Commissioner.

RICHARD L. SAUNDERS,
Deputy Commissioner.

WILLIAM LEROY ULRICH,
Superintendent of Repairs.

CLINTON G. NICHOLS,
Chief Clerk.

Digitized by the Internet Archive
in 2025 with funding from
University of Illinois Urbana-Champaign Alternates

https://archive.org/details/annualreportofhi1913conn

REINFORCED CONCRETE ARCH, STRATFORD AND HUNTINGTON TOWN LINE.
Built by State and two Towns in co-operation.

His Excellency, Marcus H. Holcomb, Governor,

State of Connecticut, Hartford, Connecticut.

Sir:—

I submit herewith a report of the operations of the Highway Department of the State of Connecticut for the term commencing February 26th, 1913, and ending October 1st, 1914. While the law requires a biennial report, a change in commissioners was made in 1913 and my knowledge of the work prior to that time is so meagre that it is impossible to do any more than merely indicate the amount of work done prior to February 26th, 1913.

Following is a summary of the items and tables included in the report:

No. 1.—General statement showing organization and operation of the department.

No. 2.—Report of Financial Condition.

(a) State Aid funds available February 26th, 1913.

(b) State Aid contracts in force February 26th, 1913.

(c) Amounts due from towns' refunds on State Aid, February 26th, 1913.

(d) Trunk Line funds available February 26th, 1913.

(e) Trunk Line contracts in force February 26th, 1913.

(f) Amount unexpended in towns' State Aid Fund, February 26th, 1913.

(g) New Repair funds available February 26th, 1913.

(h) Liabilities for New Repairs unpaid February 26th, 1913.

(i) Old Repair funds available February 26th, 1913.

(j) Liabilities for Old Repairs unpaid February 26th, 1913.

(k) Amounts due from towns for repairs February 26th, 1913.

(l) Statement of appropriations for 1913-1915 showing details.

(m) Amounts received from automobile licenses after February 26th, 1913, to October 1st, 1914.

(n) Amounts expended by years, February 26th, 1913, to October 1st, 1914.
(o) Balance in different accounts October 1st, 1914.
(p) Amounts available for State Aid work in towns October 1st, 1914.
(q) Division of expenditures in State Aid appropriation.
(r) Division of expenditures in Trunk Line appropriation.

No. 3.—Statement of Construction.

(a) Roads completed by the State Highway Department from July 9th, 1895, to February 26th, 1913, paid for out of State Aid or Trunk line appropriation.
(b) Roads paid for by the State Highway Department on which the actual work was completed before February 26th, 1913, and the final payment made out of State Aid or Trunk Line appropriation since that date.
(c) Roads completed by the State Highway Department from February 26th, 1913, to October 1st, 1914, paid for out of State Aid or Trunk line appropriation.
(d) Roads completed by the State Highway Department from July 1st, 1895, to October 1st, 1914, paid for out of State Aid or Trunk Line appropriation.
(e) Roads completed by the State Highway Department before October 1st, 1914, and paid for under State Aid or Trunk Line appropriation since that date.
(f) Roads completed by the State Highway Department under Chapter 109 of the Public Acts of 1913, from February 26th, 1913, to October 1st, 1914.
(g) Summary of roads completed by the State Highway Department from July 9th, 1895, to October 1st, 1914, paid for out of State Aid or Trunk Line appropriation, including the roads completed before October 1st, 1914, and paid for since that date, and roads completed under Chapter 109 of the Public Acts of 1913.

(h) Recapitulation of the tables showing the mileage of roads constructed and reconstructed, paid for out of State Aid or Trunk Line appropriation.

(i) Roads completed by the State Highway Department under Chapter 109 of the Public Acts of 1913 from February 26th, 1913, to October 1st, 1914, paid for by the town, for which payment the town will be refunded by the State, October 1st, 1915, out of the State Aid appropriation.

(j) Statement by towns alphabetically arranged showing the type, length and cost of each road, the source of the funds from which the money was secured, the refunds made by the towns or the special payments made by the towns in each instance and where special agreements were made under Chapter 109. The items for each town show the cost of the road divided as to grading, drainage and surface and the unit cost for the surface. They also show the purpose for which the road was built and the results secured by the type of construction.

No. 4.—Repairs—General Statement as to the need of repairs and reconstruction.

(a) The cost of the work for the period between February 26th, 1913, and October 1st, 1914, to be taken from No. 2 (Report of the Financial Condition).

(b) Statement of work done on Trunk Lines—reconstruction. (See also No. 3).

(c) Statement of work done on Trunk Lines, if any, temporary.

(d) Statement of work done on State Aid—reconstruction.

(e) Statement of work done on State Aid, temporary.

(f) Statement of cost of supervision and equipment for repair work.

(g) General summary of the amounts spent by Repair Department between February 26th, 1913, and October 1st, 1914.

(h) Statement of sections of Trunk Lines built by towns and accepted by State.

(i) Statement of sections of State Aid roads built by towns and accepted by State.

No. 5—General statement of other accounts not included under Construction and Repairs, that is to say, engineering, inspection and miscellaneous accounts for which appropriations are made as shown in Item 2, Table L.

No. 6—General conclusion, recommendations and special notes as to certain types of roads, specific roads built or work done.

Your particular attention is called to the following points in the above summary:

A general statement showing organization and operation of the department under Item No. 1 and sub-division "B", under Item No. 3, which gives the general results of the money expended for highway construction during the past two years and is of especial value in indicating the purposes for which the road was originally designed.

Respectfully submitted,

CHARLES J. BENNETT,

State Highway Commissioner.

Hartford, February 26, 1915.

BIENNIAL REPORT

ITEM 1.

GENERAL STATEMENT.

ORGANIZATION.

The State Highway Department of Connecticut is organized under the Highway Commissioner as follows:

The work itself is separated in three parts, namely, Construction of Highways; Repairs of Highways; Accounting and Records. The men at the head of these subdivisions are actually in charge of the work to which they are assigned, but conferences on all important matters are held with the Commissioner, so that in effect each decision of policy receives not only the consideration of the Commissioner but of these subordinates, who are actually in touch with the work. These three officials in charge, are known as the Deputy Highway Commissioner, in charge of construction; Superintendent of Repairs, in charge of repairs; and Chief Clerk, in charge of accounting and records. These men are practically equal in authority except that the Deputy Commissioner acts for the Commissioner in his absence or disability.

OPERATION.

The department itself is operated by the executives mentioned above, in the following way:

CONSTRUCTION.

The Construction Department, under the Deputy Commissioner, has control of the construction of new highways alone, and the work done in this section is in charge of division engineers as provided by law. The State is at present divided in seven parts, each under a division engineer, who has complete charge of the construction of highways in his particular district. These division engineers report directly to the Deputy Commissioner and through him to the Commissioner. The Deputy Commissioner makes frequent trips to each division and

to each piece of construction work in that division. The division engineeers are required to make surveys and preliminary estimates for new highway construction, to stake out the work ready for construction and to supervise and inspect during construction, making monthly estimates of amounts due the contractor, which estimates are sent to the office, checked over and paid. Each division engineer keeps a sufficient number of assistants and inspectors to properly stake out and supervise construction work. An inspector is kept on every contract job and in some cases, where the work requires it, more than one inspector is employed.

All surveys and plans for the construction of roads are made by the division engineers, as indicated above. These plans, with detailed information as to the character of the soil in the locality through which the road is to pass, a complete statement of the drainage conditions, recommendations as to changes in line and the grade of road to be established, are sent to the deputy commissioner and by him referred to the office engineering department, which is located in Hartford. Specifications and proposals for bidding are prepared from the information transmitted by the division engineer and the work is advertised for bids through the main office. Before the type of road or grade and line is established, the plans receive careful scrutiny by the deputy commissioner and the commissioner.

All the construction work of the State on highways has been advertised under the unit system during the past two years; that is, instead of securing prices per foot for the construction of roads regardless of the amount of cut and fill, the work is now done and paid for by the cubic yard, square yard, ton, etc., resulting in increased facility in handling the engineering work and making it possible for modifications in lines or grades, when the same are found necessary, after starting actual construction work. The establishment of unit prices also make it impractical to draw up supplementary agreements changing the original specifications.

REPAIRS OR MAINTENANCE.

While this division is placed second, it is unquestionably the most important feature of the Highway Department's work and

on account of its importance has been separated from the construction in order that the men in charge of repairs may put their entire time upon the repairs of highways. It is also assumed that efficient work can only be gained by sufficient supervision.

No discussion of the Repair Department would be complete without the reiteration of the statement that no road, however designed, is permanent. Every road must have periodic and careful maintenance to an extent determined by the character of the surface and the traffic to which it is subjected.

With increased weights of vehicles and speed of operation, the construction of cheaper types of road is fast becoming inadvisable on account of the high cost of maintenance.

Under the Superintendent of Repairs, the State is divided into nine districts, each of which is in charge of a Supervisor of Repairs. These districts are more numerous and do not coincide with the engineering divisions, because construction work is generally being carried on where roads are not already built. It may be thought that there are too many repair districts, but the department is even now considering increasing the number of repair supervisors in order to get more frequent examination of existing roads.

The Supervisors of Repairs employ foremen and laborers and carry on the repair of roads, (including the surface oiling) by force account. Each supervisor transmits time books showing the amount of time and material used on any particular piece of work. These time books are submitted every two weeks and payments made direct to the supervisor, who in turn draws checks to the different laborers and team owners employed. The material accounts are paid directly from the office. The information from the time books gives the cost of any particular piece of repair work and the general cost of repairs on any given type of road.

It has been impossible, so far, to build up any standard system of maintenance for roads. That is, it is impossible to determine that a patrol system is better than the section gang system, or vice versa. Each problem of repairs must be considered by itself and a system built up which shall best maintain the

type of road in the location in which it is built, having in mind also the availability of labor, and the efficiency of the men employed.

Considerable criticism has arisen in certain instances where experienced labor has been employed rather than the local men who have no knowledge of the work to be done.

ACCOUNTS AND RECORDS.

The success of a highway department depends primarily on the simplicity and completeness of its accounting system. Appropriations made by the legislature for highway purposes can be considered as the capital with which the Highway Department must do business. These appropriations should in no case be exceeded and should in every case be applied to the purpose for which they are made. The Highway Department has installed a system of accounting which, so far, has proven itself to be a success.

Briefly, the system consists in double entry bookkeeping, modified to suit the conditions for which the system is designed. Each contract (or liability) is entered immediately in the books as a charge against the appropriation, which is reduced by that amount. Consequently it is possible to secure from the books at any time, a balance of funds available for work yet to be done. In addition to this, a trial balance is issued on the first of each month showing the amount of money available in the different appropriations after all liabilities have been deducted, the total amount of contracts let to each contractor and the total amount of cash on hand in the treasurer's office.

The Deparment has also a graphic representation of the appropriations in the form of a chart, which shows the total amount of appropriation to be expended, the rate at which the money should be spent in order to be properly supervised and to expend the appropriations within the fiscal term for which they are made. The chart also shows the actual expenditure of money as compared with the theoretical. The slogan of the Accounting Department should be "Never over-expend an appropriation."

ITEM 2.

REPORT OF THE FINANCIAL CONDITION.

In the following discussion of the financial condition, an explanation should be made of the terms employed. The legislature makes appropriations for the following purposes:

First, Public or State Aid roads, in which the towns cooperate as follows:

Towns having a grand list of $1,250,000 or over, pay one-quarter of the cost of construction, while towns having a grand list of less than $1,250,000 pay one-eighth.

Roads built under this appropriation and funds applied for this purpose are referred to as "State Aid" roads.

While it is true that the State receives refunds from towns as outlined above, the entire cost of the work is paid for by the State before the refund is collected, which causes an overdraft on the account. Town refunds, as referred to in the tables, are the amounts due from the towns.

Second, the legislature makes appropriations for Trunk Lines. These appropriations are spent on the construction of roads outlined on a map of a Trunk Line system established by the State Legislature. The entire cost of construction, securing of land, railings and fences is borne by the State and the endeavor in constructing these Trunk Line roads is to establish a system of continuous roads leading from one part of the State to another, linking up the centers of population and providing rapid and safe means of intercommunication.

Third, the legislature makes appropriations for New Repairs, so called, that is, repairs to Trunk Lines, which are paid entirely by the State. The New Repairs fund has also been applied to the oiling of State Aid roads. Automobile fees are added to this account.

Fourth, the legislature makes appropriations for Old Repairs, that is, for repairs to State Aid roads; toward which the towns contribute one-quarter, but again, as in the cost of the construction of State Aid roads, the entire cost is borne by the State and the refund from the town becomes an overdraft on the account.

Fifth, additional appropriations are made by the legislature for office, cost of engineering and inspection and Commissioner's salary and expenses. The expenditures are shown in Table A Item 2.

The above has attempted in some measure, to explain the terms used in the tables which follow under Item 2.

ITEM 2—TABLE (a).

STATE AID FUNDS AVAILABLE FEBRUARY 26, 1913.

This table gives the amount of State Aid funds available February 26th, 1913, that is to say, the amount of money unexpended and not contracted for under the State Aid appropriations made from 1901 to 1912. It will be seen from this table that there was a large amount of money unexpended on State Aid roads previous to 1913, but from the balance shown for October 1st, 1914, it will be seen that $674,000 was unexpended then, which gives an idea of the amount of work which has been done on State Aid roads during the past two years, bearing in mind the fact that an additional appropriation of $1,000,000 was made in 1913, which made the total amount available for the two years' term, about $2,256,000.

While it appears that there is quite a large sum of money available at this time for State road work, there is still a year between October 1st, 1914, and the time when new appropriations become available, so that this sum will probably be entirely expended or contracted for at the end of the present fiscal term.

		Entire	Unallotted (State's Share Only).
Appropriation	1901-1902	$ 1,954.78	$ 1,154.78
	1903-1904	10,013.75	10,013.75
	1905-1906	12,387.66	12,387.66
	1907-1908	91,564.91	132.00
	1909-1910	359,335.87	875.00
	1911-1912	834,022.88	27,864.20
		1,309,279.85	$52,427.39
Entire Amount Available		1,309,279.85	
Amounts unallotted		52,427.39	
		$1,256,852.46	
Balance in towns as shown by Item 2 Table f.		$1,256,852.46	

ITEM 2—TABLE (b).

STATEMENT OF CONTRACTS IN FORCE, FEBRUARY 26, 1913.

This table gives a statement of the contracts in force on State Aid work February 26th, 1913, at the time the present Commissioner took office. These contracts had to be completed and paid for in addition to other work to be undertaken, but the total amount is not included in the $2,270,000 given by the previous table as the amount available for State Aid work.

Andover	A. B. Cadwell	$7,400.00
Ashford	Jones & Porcaro	5,395.11
Barkhamsted	E. Hartland L. & L. Co.	1,075.25
Beacon Falls	L. F. Merritt	181.50
Beacon Falls	Tranconi & Sartori	3,158.50
Bethel	Goodman & Trumbull	10,829.98
Bloomfield	R. G. Miller Contracting Co.	8,026.15
Branford	Daley Contracting Co.	9,000.00
Bridgewater	B. D. Pierce, Jr., Co.	9,000.00
Bristol	O. T. Benedict	10,048.35
Burlington	Torrington Constructing Co.	5,550.00
Canterbury	Goodman & Trumbull	1,935.50
Canterbury	D. L. Chilson Co.	7,941.90
Cornwall	Goodman & Trumbull	10,363.75
Cornwall	Eggleston & Livingston	597.50
Danbury	John F. Knapp (sublet Kellogg & Gregory)	15,281.50
Darien	Warren Bros. Co.	12,562.85
Darien	Warren Bros. Co.	5,624.75
Durham	F. Arrigoni & Bro.	4,892.24
East Granby	Town	236.25
East Granby	Town	433.00
Easton	E. P. Mills	363.50
East Windsor	O. T. Benedict	2,851.95
East Windsor	Thos. Kearney	221.05
Ellington	Thos. Kearney	292.14
Enfield	A. E. Douglass	5,549.39
Essex	A. Brazos & Sons	8,280.88
Fairfield	B. D. Pierce, Jr., Co.	100.54
Farmington	Pierson Engineering & Construction Co.,	9,000.00
Goshen	Goodman & Trumbull	66.65
Griswold	Jones & Porcaro	9,000.00
Groton	F. Arrigoni & Bro.	726.09
Guilford	F. Arrigoni & Bro.	19,647.00
Hartland	E. Hartland L. and L. Co.	725.15
Killingly	Town	368.00
Killingly	Town	8,095.30
Lebanon	W. B. Wilcox	260.73
Lebanon	W. B. Wilcox	307.90

Litchfield	Tranconi & Sartori	9,950.00
Madison	Webster & Webster	300.45
Manchester	Sternberg & Cadwell	1,583.88
Middlebury	Ahern Bros.	4,597.00
Milford	C. W. Blakeslee & Sons	8,864.16
Milford	C. W. Blakeslee & Sons	6,465.84
Morris	E. G. Pardee	4,800.00
New Canaan	Rodney Light	22,370.98
New Haven	Lawrence Bruce	136.97
New Haven	C. W. Blakeslee & Sons	4,766.35
Newington	W. H. Webster	851.25
Newington	Olmsted & Olmsted	1,345.08
Norfolk	M. F. Mulville	5,658.68
North Haven	Lawrence Bruce	88.60
North Haven	Lawrence Bruce	132.19
North Haven	Lawrence Bruce	160.21
North Haven	Lawrence Bruce	3,645.30
North Haven	Lawrence Bruce	450.09
North Stonington	Edw. McKnight	85.00
Norwich	W. B. Wilcox	13,338.30
Oxford	Joseph D'Aloia	50.00
Oxford	Joseph D'Aloia	50.00
Oxford	Joseph D'Aloia	6,323.02
Plainfield	W. H. Webster	2,010.70
Plainfield	A. Vito Construction Corp.	3,155.30
Putnam	Wheaton Building & Lumber Co.	556.27
Redding	Goodman & Trumbull	31.25
Redding	T. B. Wickwire	650.00
Ridgefield	F. J. Kellogg	16,500.96
Roxbury	Pierson Engineering & Construction Co.,	926.15
Saybrook	Tony Leo	7,026.63
Seymour	E. N. Clarke	4,729.20
South Windsor	A. Brazos & Sons	10,385.60
Stamford	L. F. Merritt	173.03
Stamford	L. F. Merritt	3,000.00
Stratford	B. F. Mahan	639.21
Thomaston	L. Longhi & Bro.	16,500.00
Thompson	Pierson Engineering & Constructing Co.,	6,500.00
Voluntown	F. H. Gilbert	143.00
Warren	Caesar A. Rossi	10,913.03
Waterbury	Tranconi & Sartori	8,380.78
Westbrook	F. Arrigoni & Bro.	9,596.45
West Hartford	A. Brazos & Sons	615.00
Westport	L. F. Merritt	3,627.28
Wethersfield	A. Brazos & Sons	4,535.50
Wilton	E. N. Clarke	5,444.44
Winchester	Cornelio Bros.	157.50
Windham	A. Vito Construction Corp.	9,000.00
Windsor	A. D. Ambrosio	7,492.50
Windsor Locks	A. D. Ambrosio	16,236.00
Woodbridge	E. G. Pardee	6,714.25
Woodbury	Curran Corp.	36.58
Woodstock	B. Perini	9,107.05
		$456,187.36

FORT HILL, GROTON, CONNECTICUT. NATIVE STONE ROAD ON 9.75 PER CENT. GRADE.
Note concrete gutters.

ITEM 2—TABLE (c).

AMOUNTS DUE FROM TOWNS FOR STATE AID REFUNDS, FEBRUARY 26, 1913.

This table gives the amounts due from towns to reimburse the State for the towns' share of State Aid work completed prior to February 26th, 1913, and the total must be added to the total amount available for the department at that time. The sum thus reached does not give the actual amounts to be expended, as the actual amounts to be expended exceed the appropriations because the State finances the town's share of cost until the time that contracts are completed and, in fact, for some time thereafter, as considerable time is allowed towns in the payment of their refunds.

Groton	$ 1,101.14	
Hartland	777.50	
Berlin	929.07	
Canton	1,968.00	
Chatham	917.01	
Chatham	750.00	
Chatham	1,125.00	
Colchester	585.69	
Colchester	1,125.00	
Cornwall	1,029.53	
Granby	1,250.00	
Granby	364.49	
New Milford	124.95	
New Milford	2,500.00	
New Milford	2,250.00	
Norfolk	2,318.99	
		$19,116.37

ITEM 2—TABLE (d).

TRUNK LINE BALANCES AVAILABLE FEBRUARY 26, 1913.

This table gives the trunk line balances available February 26th, 1913. The trunk line account, at this time, was used, not only for construction of trunk lines, but (by an opinion of the

Attorney General) also for the New Repair account, that is to say, the repair of trunk lines, so that the balance shown, which is approximately $2,355,000, must be reduced by the overdraft on the New Repair account shown in this table and the liability for contracts as shown by Item 2, Table (e).

It is interesting to draw from this table the two following conclusions:

First, that there were contracts in force under the trunk line appropriation amounting to $1,260,351.44 which had to be completed and paid by the present Commissioner, and,

Second, that there were liabilities and overdrafts on the New Repair account amounting to $627,438.86.

Consequently the balance available was considerably reduced.

The New Repair account was opened by the present administration in order to keep the repairs and construction of highways entirely separated.

Cash balance February 26th, 1913, (per Comptroller's Department)	$1,355,608.10
Liability (per Item 2, Table E)	1,260,351.44
Amount available	$ 95,256.66
Under date of March 19th, 1913, the sum of..... was transferred from State Aid to Trunk Line by Board of Control, same being a part of the Appropriation of 1907, which had not been allotted to the	1,000,000.00
towns, and making a total of	1,095,256.66
but the New Repair Appropriation, as shown by Item No. 2, Table G, was overdrawn on February 26th, 1913, by the sum of ..... which amounts were drawn against the Trunk Line account, in accordance with an opinion from the Attorney General, and would, therefore, reduce	627,438.86
it to	367,817.80
The contracts let and liability assumed from February 26th, 1913 to October 1st, 1913 (the time of the next appropriation), was	267,197.66
The balance available October 1st, should be.....	100,619.14

but the various orders drawn for New Repairs from February 26th, 1913, to October 1st, 1913, to be deducted from this account, amount to so much that the opening of the books on October 1st, 1913, showed a deficit of ..... $ 53,497.83
which had to be taken from the New Repair account which was established October 1st, 1913.

ITEM 2—TABLE (e).

TRUNK LINE CONTRACTS IN FORCE, FEBRUARY 26, 1913.

This table gives a list of contracts for Trunk Line highway construction, the total of which is entered in Item 2, Table D, as Liability Accounts on Trunk Line Account.

The Warrenite contracts are included in this list but are classified in our list of highway construction as reconstruction work.

Andover	A. B. Cadwell	$20,356.68
Andover	W. H. Webster	1,136.25
Ashford	Jones & Porcaro	1,479.89
Avon	Peter Suzio	10,330.00
Avon	Connecticut Construction Co.	331.54
Bolton	Pierson Engineering & Construction Co.,	832.00
Branford	F. Arrigoni & Bro.	230.06
Branford	R. D. Daley Contracting Co.	59,804.47
Branford	R. D. Daley Contracting Co.	2,379.20
Bridgeport	Warren Bros. Co.	24,181.60
Bridgewater	B. D. Pierce, Jr., Co.	11,505.90
Bridgewater	A. B. Mallett	1,026.25
Burlington	J. de Michiel & Bro.	3,277.32
Canton	H. A. Parish	9,317.54
Chaplin	Jones & Porcaro	2,696.18
Chatham	A. D. Ambrosio	11,912.40
Chatham	A. D. Ambrosio	1,000.01
Cheshire	Leonardo Suzio	2,519.00
Cheshire	W. H. Webster	142.13
Clinton	H. N. Jones	451.00
Clinton	John G. Holbrook	1,046.64
Colchester	C. W. Tryon	4,688.25
Colchester	C. W. Tryon	2,259.08
Colebrook	W. H. Webster	308.79
Cornwall	Goodman & Trumbull	1,675.62
Darien	Warren Bros. Co.	11,546.13
Darien	Warren Bros. Co.	12,935.18

Darien	C. W. Blakeslee & Sons	800.71
Durham	F. Arrigoni & Bro.	784.30
East Granby	A. Vito Construction Corp.	800.00
East Hartford	Warren Bros. Co.	20,150.43
East Hartford	Warren Bros. Co.	9,782.81
East Hartford	Warren Bros. Co.	7,720.82
East Hartford	Warren Bros. Co.	35,751.16
East Haven	Daley Contracting Co.	6,290.00
East Lyme	B. F. Mahan	27,210.56
Easton	J. H. Candee	100.00
East Windsor	Warren Bros. Co.	7,108.89
East Windsor	Warren Bros. Co.	11,748.54
Ellington	Cornelio Bros.	10,775.00
Enfield	A. E. Douglass	15,577.73
Fairfield	Warren Bros. Co.	16,556.54
Farmington	Pierson E. & C. Co.	26,166.75
Farmington	Warren Bros. Co.	12,272.48
Farmington	Warren Bros. Co.	38,643.60
Franklin	W. H. Webster	52.72
Greenwich	E. N. Clarke	2,814.85
Griswold	Jones & Porcaro	13,719.65
Guilford	F. Arrigoni & Bro.	7,935.50
Guilford	F. Arrigoni & Bro.	163.49
Hampton	Jones & Porcaro	1,263.30
Harwinton	N. Y., N. H. & H. R. R. Co.	2,659.73
Killingly	Goodman & Trumbull	7,299.40
Killingworth	Jos. Adametz	731.87
Lisbon	C. W. Tryon	55,367.70
Litchfield	Pierson E. & C. Co.	73.80
Litchfield	B. D. Pierce, Jr., Co.	20,833.43
Litchfield	N. Y., N. H. & H. R. R. Co.	2,659.72
Litchfield	Torrington Construction Co.	1,734.11
Litchfield	C. Bianchi & Co.	29,509.25
Meriden	Warren Bros. Co.	40,238.09
Middlebury	Harris Whittemore	445.50
Middletown	Roger Kennedy	185.00
Middletown	F. Arrigoni & Bro.	906.80
Monroe	Goodman & Trumbull	750.00
New Milford	B. D. Pierce, Jr., Co.	6,200.78
New Milford	B. D. Pierce, Jr., Co.	831.78
New Milford	B. D. Pierce, Jr., Co.	1,696.61
New Milford	Torrington Construction Co.	6,382.95
New Milford	Torrington Construction Co.	2,395.00
Newtown	B. N. Beard	2,000.00
Norfolk	W. H. Webster	135.54
Norfolk	M. F. Mulville	1,017.09
Norfolk	M. F. Mulville	3,085.74
Norfolk	Torrington Construction Co.	21,417.87
Norwalk	A. D. Bridges Sons	21,829.05
Norwalk	Warren Bros. Co.	24,319.20
Old Saybrook	B. N. Beard	136.80
Old Saybrook	W. H. Webster	59.98
Orange	C. W. Blakeslee & Sons	339.20
Plainfield	A. Vito Construction Corp.	728.45
Pomfret	Ahern Bros.	30,397.25
Portland	Warren Bros. Co.	900.62

Preston	F. H. Gilbert	876.00
Putnam	B. Perini	37,462.26
Putnam	A. Vito Construction Corp.	50.00
Putnam	Caesar A. Rossi	635.00
Putnam	E. Hartland L. & L. Co.	142.50
Putnam	E. Hartland L. & L. Co.	126.00
Ridgefield	Merritt & Bush	60.00
Ridgefield	Jenks & Geoppler	243.90
Ridgefield	T. B. Wickwire	2,935.54
Ridgefield	H. S. Osborn	13,208.50
Roxbury	Pierson E. & C. Co.	10,450.00
Southbury	B. N. Beard	3,261.50
Southington	Leonardo Suzio	22,090.96
South Windsor	Thos. Kearney	1,245.80
South Windsor	Warren Bros. Co.	64,524.49
Stafford	Cornelio Bros.	3,823.00
Stamford	Warren Bros. Co.	4,904.04
Sterling	Ahern Bros.	2,188.95
Stratford	Warren Bros. Co.	14,646.32
Thomaston	Edw. McManus	1.35
Thomaston	L. Longhi & Bro.	2,408.72
Thomaston	Torrington Construction Co.	8,708.09
Thomaston	W. H. Webster	1,353.24
Thomaston	W. H. Webster	495.00
Thompson	Pierson E. & C. Co.	42,095.75
Tolland	Cornelio Bros.	1,669.00
Tolland	A. Vito Construction Corp.	8,500.00
Torrington	Torrington Construction Co.	4,949.45
Torrington	Torrington Construction Co.	4,682.72
Wallingford	Leonardo Suzio	953.91
Wallingford	Warren Bros. Co.	38,857.49
Warren	Caesar A. Rossi	76.97
Washington	Caesar A. Rossi	24,580.75
Waterbury	Wm. MacCormack	1,588.40
Waterford	Frank Arrigoni & Bro.	26,643.41
West Hartford	Peter Suzio & Co.	5,968.28
West Hartford	A. Brazos & Sons	2,173.18
Westport	Warren Bros. Co.	56,888.34
Wethersfield	Pierson E. & C. Co.	606.57
Willington	Cornelio Bros.	22,161.85
Winchester	Torrington Construction Co.	19,244.75
Winchester	W. H. Webster	327.74
Windham	A. Vito Construction Corp.	8,600.10
Windsor	A. D. Ambrosio	4,188.70
Woodbridge	R. D. Daley Contracting Co.	11,150.00
Woodbury	E. P. Tracy	169.20
Woodstock	B. Perini	17,604.08
		$1,260,349.05

ITEM 2—TABLE (f).

AMOUNTS AVAILABLE IN STATE AID APPROPRIATION, FEBRUARY 26, 1913.

This table gives a recapitulation of the State Aid funds available in the different towns and the appropriations from which these amounts were to be drawn. The total, $1,256,852.46, coincides with that given in Item No. 2, Table A.

	1901-02	1907-08	1909-10	1911-12
Andover				
Ansonia		1,153.44	10,000.00	9,000.00
Ashford			4,765.89	9,000.00
Avon			8,896.18	9,000.00
Barkhamsted			4,683.98	9,000.00
Beacon Falls				7,908.90
Berlin				5,283.72
Bethany		2,929.37	4,000.00	
Bethel				803.02
Bethlehem			8,672.16	
Bloomfield				973.85
Bolton		1,581.58		
Bozrah		6,461.50	10,000.00	
Branford				
Bridgeport			10,000.00	9,000.00
Bridgewater			10,000.00	
Bristol				4,629.55
Brookfield				9,000.00
Brooklyn			2,587.30	9,000.00
Burlington				3,450.00
Canaan		1,509.00		9,000.00
Canterbury				622.60
Canton				
Chaplin		4,000.00		4,000.00
Chatham				
Cheshire				9,000.00
Chester			1,743.20	9,000.00
Clinton				6,986.95
Colchester				
Colebrook		5,897.00	10,000.00	9,000.00
Columbia				
Cornwall				
Coventry			1,525.09	9,000.00
Cromwell			876.67	
Danbury				
Darien				
Derby			10,000.00	9,000.00
Durham				107.76
Eastford				4,000.00
East Granby			797.75	9,000.00
East Haddam			281.90	9,000.00
East Hartford			9,636.79	9,000.00

	1901-02	1907-08	1909-10	1911-12
East Haven				
East Lyme				
Easton				9,000.00
East Windsor				7,791.20
Ellington		669.28	10,000.00	9,000.00
Enfield				
Essex				7,469.12
Fairfield			2,519.40	9,000.00
Farmington				
Franklin			10,000.00	9,000.00
Glastonbury			710.37	9,000.00
Goshen		1,588.85		9,000.00
Granby				6,084.07
Greenwich		7,205.60		9,000.00
Griswold				
Groton		2,741.33	10,000.00	9,000.00
Guilford				
Haddam				9,000.00
Hamden			6,792.99	9,000.00
Hampton				
Hartford			6,883.20	9,000.00
Hartland			2,991.85	9,000.00
Harwinton				
Hebron				9,000.00
Huntington			636.80	
Kent			4,239.74	9,000.00
Killingly				316.11
Killingworth				3,000.00
Lebanon				2,229.16
Ledyard				
Lisbon				9,000.00
Litchfield				5,008.20
Lyme		7,772.00	10,000.00	9,000.00
Madison			1,444.44	9,000.00
Manchester				7,416.12
Mansfield				9,000.00
Marlborough	800.00	7,872.00	10,000.00	
Meriden			1,564.54	9,000.00
Middlebury				1,333.00
Middlefield				9,000.00
Middletown				9,000.00
Milford				
Monroe		3,700.43		9,000.00
Montville		2,362.50	10,000.00	9,000.00
Morris			2,311.53	9,000.00
Naugatuck				6,129.11
New Britain			9,012.28	9,000.00
New Canaan				
New Fairfield			8,721.00	9,000.00
New Hartford			2,605.45	
New Haven				5,907.60
Newington				2,210.46
New London			10,000.00	9,000.00
New Milford				
Newtown			10,000.00	9,000.00

	1901-02	1907-08	1909-10	1911-12
Norfolk				5,743.78
North Branford		7,872.00		
North Canaan		186.94		9,000.00
North Haven				7,154.05
North Stonington			8,772,56	
Norwalk		3,762.42	10,000.00	9,000.00
Norwich				997.64
Old Lyme			6,359.68	9,000.00
Old Saybrook			421.18	9,000.00
Orange			10,000.00	9,000.00
Oxford				6,922.38
Plainfield				1,297.25
Plainville			717.19	
Plymouth				9,000.00
Pomfret		1,872.00	10,000.00	9,000.00
Portland				4,134.80
Preston				9,000.00
Prospect		1,725.00		2,000.00
Putnam				
Redding			2,708.98	9,000.00
Ridgefield				
Rocky Hill				9,000.00
Roxbury				
Salem				
Salisbury				9,000.00
Saybrook				1,652.02
Scotland		476.22		4,000.00
Seymour			3,896.13	9,000.00
Sharon			9,382.97	9,000.00
Sherman				
Simsbury				9,000.00
Somers		4,138.95	10,000.00	
Southbury				9,000.00
Southington				
South Windsor				8,630.00
Sprague		3,807.00		9,000.00
Stafford				9,000.00
Stamford				8,946.04
Sterling				
Stonington		3,069.50		9,000.00
Stratford				8,180.28
Suffield				9,000.00
Thomaston				
Thompson				
Tolland				
Torrington				9,000.00
Trumbull			10,000.00	
Union				
Vernon				
Voluntown			4,327.25	9,000.00
Wallingford			10,000.00	9,000.00
Warren				
Washington			3,682.23	9,000.00
Waterbury				619.22
Waterford		372.00	10,000.00	9,000.00

BOSTON POST ROAD, FAIRFIELD AVENUE, BRIDGEPORT.
Improved by State and City in co-operation.

	1901-02	1907-08	1909-10	1911-12
Watertown				9,000.00
Westbrook				607.61
West Hartford			9,292.20	9,000.00
Weston		6,707.00		
Westport				
Wethersfield				1,248.30
Willington				
Wilton				6,955.56
Winchester				3,242.50
Windham				
Windsor				
Windsor Locks				2,764.00
Wolcott				
Woodbridge				2.75
Woodbury				7,400.00
Woodstock				
	$800.00	$91,432.91	$358,460.87	$806,158.68
Total				$1,256,852.46

ITEM 2—TABLE (g).

CONDITION OF NEW REPAIR ACCOUNT, FEBRUARY 26, 1913.

This table shows the condition of the New Repair funds available February 26th, 1913, and shows an overdraft of $627,438.86, which had to be taken from the Trunk Line account as shown in Item 2, Table D.

Cash balance February 26th, 1913	$659,244.72
Orders drawn	1,286,683.58
Overdraft	$627,438.86

ITEM 2—TABLE (h).

NEW REPAIR LIABILITIES, FEBRUARY 26, 1913.

This table gives a list of liabilities against the New Repair account unpaid February 26th, 1913. There were no means of determining the total amount of this liability at the time of change in commissioners, but the information is gained from bills which were sent in between February 26th, 1913, and October 1st, 1914, which bills had been contracted before February 26th, 1913. A complete list of these bills is shown in the tables which follow:

The means of approving these bills consisted in referring them to some official of the former Highway Department, who was familiar with the work and determining whether they were proper to pay or not. Most of the bills, as is shown by the list, were contracted either by the towns or by some official of the Highway Department whose opinion as to the bill could easily be secured.

NEW REPAIR ACCOUNT.

Statement showing Liability of the Repair Department, February 26, 1913, as indicated by bills paid during the period beginning February 26, 1913 and ending October 1, 1913—said bills having been contracted prior to February 26, 1913.

Voucher Number.	Date Paid.	Month and Year Contracted.	To Whom Paid.	New Repairs.
4180	2-25-13	July, 1912, July, 1913,	Town of Beacon Falls	$749.19
4181	2-27-13	February, 1913	R. B. Dyke	151.40
4191	2-27-13	February, 1913	T. F. Conway	96.00
4192	2-27-13	February, 1913	D. P. Sullivan	600.15
4194	3- 1-13	February, 1913	Connecticut Contracting Co.	491.59
4196	3- 4-13	February, 1913	T. F. Conway	48.00
4197	3- 4-13	February, 1913	F. W. Pratt	81.00
4198	3- 4-13	March, 1913	R. E. Donnelly	36.50
4199	3- 4-13	March, 1913	R. E. Donnelly	11.50

4201	3- 4-13	March, 1913	R. E. Donnelly	32.63
4202	3- 3-13	January-February, 1913	F. J. Kellogg	450.74
4203	3- 3-13	July-December, 1912	Lawrence Bruce	81.84
4204	3- 3-13	July-December, 1912	Lawrence Bruce	574.80
4205	3- 3-13	February, 1913	D. R. Kane	536.11
4208	3- 4-13	March, 1913	R. E. Baldwin	56.26
4210	3- 6-13	February, 1913	Sternberg	1,634.09
4211	3-11-13	February	B. N. Beard	4,867.73
4212	3-16-13	November, '12, January, '13	B. F. Mahan	996.59
4213	3-10-13	February, 1913	York Hill	2,258.14
4216	3- 8-13	December, 1912	New England Steamship Co.	16.20
4217	3-10-13	January-February, 1913	Kearney	244.20
4218	3-10-13	January-February, 1913	J. Van Dusen	36.00
4219	3-10-13	To February, 1913	Torrington Construction Co.	7,168.51
4223	3-11-13	January-February, 1913	B. F. Mahan	659.12
4224	3-11-13	August, 1912	Town of Somers	104.60
4225	3-11-13	January, 1913	Town of Chatham	714.61
4226	3-11-13	April-May, 1912	Town of East Hartford	469.21
4228	3-20-13	February, 1913	City of Bristol	688.14
4229	3-13-13	January, 1913	Town of Glastonbury	159.50
4230	3-13-13	To February, 1913	E. D. Sanford	1,040.71
4231	3-13-13	September-October, 1912	Walter McClimon	331.86
4232	3-13-13	February, 1913	E. P. O'Brien	480.50
4233	3-13-13	Year 1912	Town of Tolland	1,138.02
4234	3-13-13	December, '12, January, '13	W. S. Hine	415.75
4235	3-13-13	January, 1913	R. G. Miller	68.10
4237	3-17-13	November-December, 1912	New Haven Gas Co.	57.29
4243	3-20-13	February, 1913	Blakeslee & Sons	1,166.09
4244	3-18-13	July, 1912	R. N. Blakeslee	325.00
4246	3-20-13	October-November, 1912	Town of Southbury	185.00
4250	3-20-13	November, 1912	American Tar Co.	1,338.99
4251	3-20-13	February, 1913	E. Balf Co.	2,958.07
4258	3-24-13	January, 1913	C. W. Blakeslee	2,409.46
4259	3-26-13	February, 1913	Daniel Bresnahan	36.00

NEW REPAIR ACCOUNT.—(Continued.)

Voucher Number.	Date Paid.	Month and Year Contracted.	To Whom Paid.	New Repairs.
4260	2-26-13	July-December, 1912	Meriden Gas Light Co.	605.24
4279	3-27-13	February, 1913	Connecticut Trap Rock Quarries	4,708.45
4280	3-27-13	January-February, 1913	Town of Litchfield	385.36
4287	3-29-13	January-February, 1913	Frank Calvert	9.63
4288	3-29-13	January-February, 1913	Nicholas Church	18.38
4290	3-29-13	December, 1912	Brazos Sons	888.19
4292	4- 1-13	February, 1913	Wheeler & Howes	77.39
4293	4- 1-13	April, 1912, February, 1913	Smedley Co.	23.15
4294	4- 1-13	November, 1913	W. F. Griswold	59.60
4295	4- 1-13	December, 1912	M. H. Ford	584.00
4296	4- 1-13	October, 1912, January, 1913	Town of Plainville	677.26
4298	4- 1-13	October, 1912	Tiffany & Pickett	7.00
4299	4- 1-13	January-February, 1913	J. B. Wakelee	158.00
4300	4- 1-13	January, 1913	Town of Middlebury	479.40
4302	4- 1-13	February, 1913	Burns Co.	138.00
4303	4- 1-13	December, 1912	Connecticut Trap Rock Co.	60.83
4308	4- 1-13	December, '12, January, '13	Town of Naugatuck	430.55
4310	4-13-13	February-March, 1913	Town of Naugatuck	170.75
4311	4- 1-13	October-December, 1912	Town of Norwich	1,045.00
4312	4- 1-13	January, 1913	A. F. Fargo	6.00
4318	4- 3-13	February, 1913	B. D. Pierce	1,364.95
4319	4- 3-13	February, 1913	B. D. Pierce	2,075.49
4334	4- 8-13	October, 1912	Cornelio Bros.	58.88
4337	4- 9-13	November, 1912	Standard Oil Co.	90.00
4338	4- 9-13	September, 1912	Greenwich Water Co.	158.90
4339	4-10-13	November, '11, January, '13	Town of Franklin	493.51
4344	4-14-13	November, 1912	New York, New Haven & Hartford Railroad	3.00
4351	4-14-13	August, 1912	Peck & Bishop	4.28
4357	4-16-13	April-May, 1912	S. D. Keeler	175.28
4359	4-18-13	December, '12, January, '13	W. S. Osborn	250.36
4361	4-18-13	January, 1913	Thomas Holt	111.30

4368	4-21-13	Fall of 1912	C. W. Blakeslee	6,752.98
4369	4-21-13	November, 1912	Town of Woodstock	417.56
4374	4-24-13	January-February, 1913	C. W. Blakeslee	1,528.05
4376	4-25-13	December, '12, February, '13	H. J. Stanclift	421.41
4378	4-25-13	January-February, 1913	Town of Beacon Falls	347.78
4383	4-25-13	December, 1912	New Haven Water Co.	17.20
4384	4-25-13	December, 1912	Palmer Bros.	15.84
4387	4-25-13	June, 1912	J. W. Rogers	30.00
4389	4-25-13	October, 1912, June, 1913	Town of Branford	414.25
4391	4-25-13	October-November, 1912	C. D. Maltby	37.13
4393	4-28-13	February, 1912	Town of Simsbury	261.55
4394	4-28-13	January, 1913	Town of Simsbury	382.80
4446	5- 8-13	February, 1913	Torrington Construction Co.	240.00
4457	5-14-13	January, 1913	W. S. Chidsey	106.49
4460	5-15-13	December, 1912	W. H. Merwin	84.00
4461	5-15-13	July, 1912	Barth Bros.	15.00
4464	5-15-13	January, 1912,	C. B. Miller	6.25
4465	5-15-13	January, 1913	John McNally	46.25
4466	5-15-13	January-February, 1913	Town of Vernon	67.76
4468	5-15-13	September, 1912	John McCarthy	64.00
4486	5-17-13	September, 1912	W. N. Austin	27.00
4487	5-17-13	November, '12, January, '13	C. S. Middlebrook	697.35
4490	5-20-13	January-February, 1913	B. D. Parkhurst	72.31
4499	5-22-13	February, 1913	City of Derby	317.98
4500	5-23-13	November, 1912	Connecticut Trap Rock Co.	59.03
4501	5-23-13	Fall of 1912	Town of Manchester	876.67
4513	5-28-13	January, '12, February, '13	Town of Stafford	779.53
4534	6- 3-14	January-February, 1913	Town of North Canaan	112.00
4539	4- 4-14	October-December, 1912	Town of Tolland	4,163.70
4558	6-14-14	November, '12, February, '13	Gault Bros.	65.85
4574	6-18-14	December, '12, February, '13	James E. Kelsey	5.26
4577	6-21-14	February, 1912	Olmsted & Olmsted	8.00
4624	7- 2-14	February, 1913	Town of Plainville	48.99
4713	7-22-14	November, 1913	J. W. Grannis	5.25

NEW REPAIR ACCOUNT.—(Continued).

Voucher Number.	Date Paid.	Month and Year Contracted.	To Whom Paid.	New Repairs.
4715	7-22-14	January-February, 1913	Town of Middlebury	19.93
4766	7-29-14	May, 1912, February, 1913	City of Ansonia	454.95
4777	7-31-14	December, 1912	Wakeman Bros.	4.50
4780	7-13-14	November, '12, January, '13	S. T. Kellogg	10.70
4803	8- 2-13	September, '12, January, '13	Town of Winchester	598.75
4824	8- 7-13	Year of 1912	Town of Bozrah	2,741.74
4825	8- 7-13	December, 1912	Edward Balf Co.	123.38
4833	8-12-13	April-December, 1912	Town of Somers	956.30
4855	8-13-13	September, 1911	Town of Winchester	784.20
4878	8-15-13	October, 1912, February, 1913	Town of Cornwall	700.26
4886	8-16-13	January-February, 1913	Town of Beacon Falls	468.38
4895	8-16-13	April, 1912	New Britain Gas Co.	11.00
4924	8-18-13	January, 1913	Town of Pomfret	101.30
4933	8-18-13	January, 1913	G. J. Bailowitz	1.00
4949	8-22-13	January-February, 1913	Thomas Ryan	1,038.35
4979			East Hartford Fire District	17.50
4980	8-27-13	January, 1913	Town of Suffield	128.25
4996	8-30-13	January-February, 1913	Town of Stratford	575.83
5037	8- 9-13	November, '12, January, '13	Town of Thomaston	516.51
5040	9-10-13	June, 1912	Town of Stonington	467.25
5048	9-12-13	November, 1912	Town of Sherman	29.55
5104	9-19-13	May, 1912, February, 1913	Town of Colebrook	43.25
5112	9-20-13	January-February, 1913	A. Mitchelson	13.65
				$79,585.07

NEW REPAIR ACCOUNT.

Statement showing Liability of the Repair Department, February 26, 1913, as indicated by bills paid during the year ending October 1, 1914, said bills having been contracted prior to February 26, 1913.

Voucher Number.	Date Paid.	Month and Year Contracted.	To Whom Paid.	New Repairs.
20	10- 7-13	December, '12, January, '13	Lawrence Bruce	$160.43
57	10- 9-13	October, 1912	New Haven Gas Co.	9.00
343	11-14-12	January, 1912	Town of Griswold	5.25
363	11-14-13	September, 1912	F. H. Rogers	2.00
380	11-14-13	September, 1911	Town of Woodstock	79.00
409	11-17-13	September, 1912	Town of Plainville	13.75
427	11-18-13	September, 1912	N. Y., N. H. & H. R. R.	22.77
440	11-19-13	September, 1912	N. Y., N. H. & H. R. R.	3.44
442	11-20-13	August, 1912	N. Y., N. H. & H. R. R.	29.00
456	11-24-13	March, 1912, January, 1913	Town of Bridgewater	1,545.20
563	12- 6-13	January-February, 1913	Town of Old Lyme	68.05
607	12- 1-13	March-September, 1912	Town of Darien	240.93
655	12-15-13	January, 1913	N. Y., N. H. & H. R. R.	750.00
656	12-15-13	January-February, 1913	Town of Plymouth	5.00
818	1- 2-14	February, 1913	Town of Somers	148.50
823	1- 2-14	Year 1912	Town of Washington	330.64
852	1- 2-14	October, 1912	Town of Sterling	75.64
965	1-19-14	February-March, 1912	Town of East Lyme	321.60
1004	1-20-14	December, 1912	Town of Oxford	66.25
1013	1-20-14	November-December, 1912	Town of Barkhamsted	159.50
1156	2-21-14	April-November, 1912	Town of Canaan	236.51
1165	2-21-14	October, 1912,	Town of Harwinton	2.00
1225	3- 9-14	December, '12, February, '13	Town of Sharon	1,926.22
1231	3-10-14	June, 1911, May, 1912	Town of Windham	1,141.89
1234	3-11-14	January-February, 1913	Town of Litchfield	353.68
1319	2- 9-14	January, 1913	Town of Putnam	31.30
2051	9- 9-14	September, '12, January, '13	Town of Granby	209.75
				$7,937.30

Paid previous to October 1, 1913	$79,585.07
Paid October 1, 1913, to October 1, 1914	7,937.30
	$87,522.37

ITEM 2—TABLE (i).

OLD REPAIR FUNDS AVAILABLE FEBRUARY 26, 1913.

This table gives the amount of money available for Old Repairs, that is, repairs to State Aid roads, February 26th, 1913, and shows that the amount available for this purpose was very small. By adding to this sum the total amount due from towns for refunds (as shown in Item 2, Table K) it appears that there was about $29,500 available for this purpose.

Total appropriation and refunds.....	$454,071.93
Orders drawn	425,509.72
	$ 28,562.21

BOSTON POST ROAD, MAIN STREET, CLINTON, CONNECTICUT.

Showing house obstructing highway.

BOSTON POST ROAD, MAIN STREET, CLINTON, CONNECTICUT.

House has been taken down.

ITEM 2—TABLE (j).

OLD REPAIR LIABILITY, FEBRUARY 26, 1913.

This table gives a list of liability against the Old Repair account unpaid February 26th, 1913. There were no means of finding the total amount of this liability at the time of change in commissioners, but the information is gained from bills which were sent in between February 26th, 1913, and October 1st, 1914, which bills had been contracted before February 26th, 1913. A complete list of these bills is included in the tables which follow:

OLD REPAIR ACCOUNT.

Statement showing Liability of the Repair Department, February 26, 1913, as indicated by bills paid during the period beginning February 26, 1913 and ending October 1, 1913—said bills having been contracted prior to February 26, 1913.

Voucher Number.	Date Paid	Month and Year Contracted.	To Whom Paid.	State Aid Amount	State Aid Refund
4195	3- 1-13	January-February, 1913	Connecticut Contracting Co.	$ 27.36	$ 6.84
4204	3- 3-13	July-December, 1912	Lawrence Bruce	2,712.47	678.12
4215	3- 8-13	January, 1913	B. E. Harwood	353.85	88.46
4227	3-20-13	August-November, 1911	Lawrence Bruce	40.10	10.02
4247	3-20-13	November, 1912	Town of Southbury	197.38	
4248	3-20-13	November, 1912	Town of Mansfield	252.07	
4289	3-29-13	September, 1912	Town of Sprague	102.75	
4320	4- 3-13	August-November, 1912	N. L. Clarke	31.17	7.79
4321	4- 3-13	September, '12, January '13	Town of Groton	348.07	
4331	4- 2-13	February, 1913	Town of Naugatuck	177.85	
4356	4-15-13	January, 1912	J. W. Hibbart	261.88	65.47
4360	4-18-13	November, 1910	Olmsted & Olmsted	95.57	23.89
4370	4-21-13	April-November, 1912	Town of Woodstock	821.06	

OLD REPAIR ACCOUNT.—(Continued.)

Voucher Number.	Date Paid.	Month and Year Contracted.	To Whom Paid.	State Aid Amount	State Aid Refund
4371	4-21-13	August, 1912, January, 1913	Town of Preston	1,133.77	
4409	4-26-13	February, 1913	Connecticut Trap Rock Co.	237.81	59.45
4451	5-10-13	January-February, 1913	Gault Brothers	332.18	83.04
4455	5-13-13	December, 1911	Town of Kent	57.04	
4470	5-15-13	October-November, 1912	Henry F. Wheeler	20.50	5.12
4471	5-15-13	January-February, 1913	E. A. Ryan	67.50	16.87
4495	5-21-13	September, 1912	E. N. Clarke	150.00	37.50
4502	5-23-13	October, 1912	Town of Manchester	22.50	
4508	5-27-13	December, '12, February, '13	Town of Chatham	63.39	
4531	6- 4-13	December, 1912	C. E. Leonard	3.89	.97
4582	6-23-14	February, 1912	Town of Waterbury	63.72	
4616	7- 1-14	September-December, 1912	Town of Easton	1,090.80	
4764	7-29-14	December, 1912	W. J. Warner	3.50	.87
4784	7-31-13	January, 1913	M. H. Ford	244.72	61.18
4800	8- 2-13	January, 1912 and 1913	Town of Hebron	507.38	
4823	8- 7-13	Year of 1912	Town of Bozrah	1,262.73	
4840	8-12-13	January-February, 1913	R. G. Coley	51.00	12.75
4847	8-12-13	November, 1912	L. W. Fowler	186.76	46.69
4851	8-13-13	December, '12, January, '13	A. J. Hill	34.45	8.61
4981	8-27-13	January, 1913	Town of Suffield	50.34	
4982	8-29-13	February, 1913	Town of Fairfield	41.72	
4986	8-30-13	January, 1913	Town of Orange	678.30	169.57
4992	8-30-13	November, '12, January, '13	D. N. Gavotte	96.50	24.12
5035	9-18-13	August, 1912, January, 1913	Town of Cheshire	160.47	
5073	9-16-13	December, 1912	Town of Wilton	4.50	
5078	9-16-13	December, '12, January, '13	Town of Rocky Hill	18.54	
5122	9-27-13	Year of 1911	Lawrence Bruce	1,207.18	
				$13,212.77	$1,407.33

OLD REPAIR ACCOUNT.

Statement showing Liability of the Repair Department, February 26, 1913, as indicated by bills paid during the year ending October 1, 1914, said bills having been contracted prior to February 26, 1913.

Voucher Number	Date Paid.	Month and Year Contracted.	To Whom Paid.	State Aid Amount	State Aid Refund
10	10- 3-13	January, 1912	B. G. Hewett	$ 7.50	$ 1.87
96	11-24-13	August-September, 1912	Town of Morris	83.10	
347	11-14-13	February, 1913	Town of Killingly	72.38	
348	11-14-13	Aug.-Oct.-Nov.- 1912	Town of Kent	50.44	
564	12- 6-13	December, '12, February, '13	Town of Old Lyme	89.46	
665	12-15-13	Fall of 1912	Trumbull	40.70	10.17
694	12-17-13	Oct.-Nov.-Dec. 1912	Town of Coventry	233.83	
750	12-24-13	October, '12, February, '13	Town of Watertown	401.04	
810	1- 2-14	November, 1912	Town of Salisbury	41.63	
820	1- 2-14	Year 1912	Town of Washington	112.84	
851	1- 2-14	October, '12, January, '13	Town of Sterling	51.60	
853	1- 2-14	January-February, 1913	Town of Groton	394.30	
964	1-19-14	February, 1913	Town of East Lyme	178.58	
981	1-19-14	January, 1913	Town of Union	166.00	41.50
1005	1-20-14	November, 1912	Town of Oxford	43.41	
1166	2-21-14	October, 1912	Town of Harwinton	7.50	
1173	2-23-14	December, '12, January, '13	Town of Fairfield	18.75	
1210	3- 9-14	November-December, 1912	Town of Woodstock	312.53	
1316	2- 2-14	November, '12, January, '13	Town of Ashford	229.24	
1317	2- 9-14	October, '12, January, '13	Town of Putnam	9.36	
2022	9- 1-14	May-November, 1912	Town of North Stonington	725.38	
				$3,269.57	$53.54

Paid previous to October 1, 1913	$13,212.77
Paid October 1, 1913, to October 1, 1914	3,269.57
	$16,482.34
Less refunds	1,460.87
Net liability	$15,021.47

ITEM 2—TABLE (k).

REFUNDS DUE FROM TOWNS (OLD REPAIRS) FEBRUARY 26, 1913.

This table shows the amounts due from towns on the Old Repair account and should be combined with Item 2, Table I, to give the total balance available.

Hartland	$ 206.50
Durham	2.50
Mansfield	11.75
New Britain	417.59
New Haven	15.38
North Branford	96.44
Waterford	76.65
Weston	52.43
Columbia	5.21
	884.45
Cash balance February 26th, 1913	28,562.21
Amount available for Old Repairs February 26th, 1913	$29,446.66

ITEM 2—TABLE (l).

APPROPRIATIONS FOR 1913-1915 IN DETAIL.

This table gives a list of the appropriations for 1913-1914 and includes the allotment of State Aid funds to different towns for the two years, 1913 and 1914.

By special action of the Board of Control, the Trunk Line Appropriation of $2,000,000 was separated into two accounts, namely, "Trunk Line Construction" and "Trunk Line Repairs" or "New Repairs," so called, and the amount of $1,000,000 placed in each.

The item showing an appropriation for Post Roads was an appropriation of $20,000 made by the State with the understanding that if the United States Government would give $10,000, the

State would give $20,000 toward the improvement of some main post route. Owing to the fact that the United States Government did not fulfill its part of the agreement, the money has been and will be unexpended until such time as the Government takes some further steps to carry out its obligation.

APPROPRIATIONS 1913-1914.

State Aid	$1,000,000.00
Trunk Line and New Repairs	2,000,000.00
New Repair (Automobile Fees)	0.00
Old Repair	200,000.00
Office	35,000.00
Deputies, Engineers and Inspectors	150,000.00
Automobile	5,000.00
Commissioner's salary	10,000.00
Commissioner's traveling expenses	2,000.00
Post Roads	20,000.00
	$3,422,000.00

ALLOTMENT 1913-15 IN DETAIL.

	Ratio.	State.	Town.	Total.
Andover	1/8	7,000.00	1,000.00	8,000.00
Ansonia	1/4	6,000.00	2,000.00	8,000.00
Ashford	1/8	7,000.00	1,000.00	8,000.00
Avon	1/8	7,000.00	1,000.00	8,000.00
Barkhamsted				
Beacon Falls	1/8	7,000.00	1,000.00	8,000.00
Berlin	1/4	6,000.00	2,000.00	8,000.00
Bethany	1/8	7,000.00	1,000.00	8,000.00
Bethel	1/4	6,000.00	2,000.00	8,000.00
Bethlehem				
Bloomfield	1/4	6,000.00	2,000.00	8,000.00
Bolton				
Bozrah				
Branford	1/4	6,000.00	2,000.00	8,000.00
Bridgeport				
Bridgewater	1/8	7,000.00	1,000.00	8,000.00
Bristol	1/4	6,000.00	2,000.00	8,000.00
Brookfield	1/8	7,000.00	1,000.00	8,000.00
Brooklyn	1/4	6,000.00	2,000.00	8,000.00
Burlington	1/8	7,000.00	1,000.00	8,000.00
Canaan	1/8	7,000.00	1,000.00	8,000.00
Canterbury	1/8	7,000.00	1,000.00	8,000.00
Canton	1/4	6,000.00	2,000.00	8,000.00

	Ratio.	State.	Town.	Total.
Chaplin				
Chatham	1/4	6,000.00	2,000.00	8,000.00
Cheshire	1/4	6,000.00	2,000.00	8,000.00
Chester	1/8	8,750.00	1,250.00	10,000.00
Clinton	1/8	7,000.00	1,000.00	8,000.00
Colchester	1/8	7,000.00	1,000.00	8,000.00
Colebrook	1/8	7,000.00	1,000.00	8,000.00
Columbia	1/8	7,000.00	1,000.00	8,000.00
Cornwall	1/8	7,000.00	1,000.00	8,000.00
Coventry	1/8	7,000.00	1,000.00	8,000.00
Cromwell	1/4	6,000,00	2,000.00	8,000.00
Danbury	1/4	6,000.00	2,000.00	8,000.00
Darien	1/4	6,000.00	2,000.00	8,000.00
Derby	1/4	6,000.00	2,000.00	8,000.00
Durham	1/8	7,450.12	1,064.30	8,514.42
Eastford				
East Granby	1/8	7,000.00	1,000.00	8,000.00
East Haddam	1/8	7,000.00	1,000.00	8,000.00
East Hartford	1/4	6,000.00	2,000.00	8,000.00
East Haven	1/4	6,000.00	2,000.00	8,000.00
East Lyme	1/4	6,000.00	2,000.00	8,000.00
Easton	1/8	7,000.00	1,000.00	8,000.00
East Windsor	1/4	6,000.00	2,000.00	8,000.00
Ellington	1/4	6,000.00	2,000.00	8,000.00
Enfield	1/4	6,000.00	2,000.00	8,000.00
Essex	1/4	6,000.00	2,000.00	8,000.00
Fairfield	1/4	6,000.00	2,000.00	8,000.00
Farmington	1/4	6,000.00	2,000.00	8,000.00
Franklin	1/8	7,000.00	1,000.00	8,000.00
Glastonbury	1/4	6,000.00	2,000.00	8,000.00
Granby	1/8	7,000.00	1,000.00	8,000.00
Goshen	1/8	7,000.00	1,000.00	8,000.00
Greenwich	1/4	7,500.00	2,500.00	10,000.00
Griswold	1/4	6,000.00	2,000.00	8,000.00
Groton	1/4	6,000.00	2,000.00	8,000.00
Guilford				
Haddam	1/8	7,875.00	1,125.00	9,000.00
Hamden	1/4	6,000.00	2,000.00	8,000.00
Hampton	1/8	3,500.00	500.00	4,000.00
Hartford	1/4	6,000.00	2,000.00	8,000.00
Hartland	1/8	7,000.00	1,000.00	8,000.00
Harwinton	1/8	7,000.00	1,000.00	8,000.00
Hebron	1/8	7,000.00	1,000.00	8,000.00
Huntington	1/4	6,000.00	2,000.00	8,000.00
Kent	1/8	7,000.00	1,000.00	8,000.00
Killingly	1/4	6,000.00	2,000.00	8,000.00
Killingworth	1/8	2,625.00	375.00	3,000.00
Lebanon	1/8	7,000.00	1,000.00	8,000.00
Ledyard				
Lisbon	1/8	7,000.00	1,000.00	8,000.00
Litchfield	1/4	6,000.00	2,000.00	8,000.00
Lyme	1/8	7,000.00	1,000.00	8,000.00
Madison	1/4	6,000.00	2,000.00	8,000.00
Manchester	1/4	6,000.00	2,000.00	8,000.00
Mansfield	1/8	7,000.00	1,000.00	8,000.00

	Ratio.	State.	Town.	Total.
Marlborough	1/8	7,000.00	1,000.00	8,000.00
Meriden	1/4	6,000.00	2,000.00	8,000.00
Middlebury	1/8	7,000.00	1,000.00	8,000.00
Middlefield	1/8	7,000.00	1,000.00	8,000.00
Middletown	1/4	6,000.00	2,000.00	8,000.00
Milford	1/4	6,000.00	2,000.00	8,000.00
Monroe	1/8	8,312.50	1,187.50	9,500.00
Montville	1/4	6,000.00	2,000.00	8,000.00
Morris	1/8	7,000.00	1,000.00	8,000.00
Naugatuck	1/4	6,000.00	2,000.00	8,000.00
New Britain	1/4	6,000.00	2,000.00	8,000.00
New Canaan	1/4	6,000.00	2,000.00	8,000.00
New Fairfield	1/8	7,000.00	1,000.00	8,000.00
New Hartford	1/4	3,750.00	1,250.00	5,000.00
New Haven	1/4	6,000.00	2,000.00	8,000.00
Newington	1/4	6,000.00	2,000.00	8,000.00
New London	1/4	6,000.00	2,000.00	8,000.00
New Milford	1/4	6,000.00	2,000.00	8,000.00
Newtown	1/4	6,000.00	2,000.00	8,000.00
Norfolk	1/4	6,000.00	2,000.00	8,000.00
North Branford				
North Canaan	1/4	6,000.00	2,000.00	8,000.00
North Haven	1/4	6,000.00	2,000.00	8,000.00
North Stonington	1/8	7,000.00	1,000.00	8,000.00
Norwalk	1/4	6,000.00	2,000.00	8,000.00
Norwich	1/4	6,000.00	2,000.00	8,000.00
Old Lyme	1/8	7,000.00	1,000.00	8,000.00
Old Saybrook	1/8	7,000.00	1,000.00	8,000.00
Orange	1/4	6,000.00	2,000.00	8,000.00
Oxford	1/8	7,000.00	1,000.00	8,000.00
Plainfield	1/4	6,000.00	2,000.00	8,000.00
Plainville				
Plymouth	1/4	6,000.00	2,000.00	8,000.00
Pomfret	1/4	6,000.00	2,000.00	8,000.00
Portland	1/4	6,000.00	2,000.00	8,000.00
Preston	1/8	7,000.00	1,000.00	8,000.00
Prospect				
Putnam	1/4	6,000.00	2,000.00	8,000.00
Redding	1/4	6,000.00	2,000.00	8,000.00
Ridgefield	1/4	7,500.00	2,500.00	10,000.00
Rocky Hill	1/8	7,000.00	1,000.00	8,000.00
Roxbury				
Salem	1/8	7,000.00	1,000.00	8,000.00
Salisbury	1/4	6,000.00	2,000.00	8,000.00
Saybrook	1/4	6,000.00	2,000.00	8,000.00
Scotland				
Seymour	1/4	6,000.00	2,000.00	8,000.00
Sharon	1/4	8,250.00	2,750.00	11,000.00
Sherman	1/8	7,000.00	1,000.00	8,000.00
Simsbury	1/4	6,000.00	2,000.00	8,000.00
Somers	1/8	7,000.00	1,000.00	8,000.00
Southbury	1/8	7,000.00	1,000.00	8,000.00
Southington	1/4	6,000.00	2,000.00	8,000.00
South Windsor	1/4	6,000.00	2,000.00	8,000.00
Sprague	1/4	6,000.00	2,000.00	8,000.00

	Ratio.	State.	Town.	Total.
Stafford	1/4	6,000.00	2,000.00	8,000.00
Stamford	1/4	6,000.00	2,000.00	8,000.00
Sterling	1/8	7,000.00	1,000.00	8,000.00
Stonington	1/4	6,000.00	2,000.00	8,000.00
Stratford	1/4	6,000.00	2,000.00	8,000.00
Suffield	1/4	6,000.00	2,000.00	8,000.00
Thomaston	1/4	6,000.00	2,000.00	8,000.00
Thompson	1/4	6,000.00	2,000.00	8,000.00
Tolland				
Torrington	1/4	6,000.00	2,000.00	8,000.00
Trumbull	1/4	3,000.00	1,000.00	4,000.00
Union				
Vernon	1/4	6,000.00	2,000.00	8,000.00
Voluntown				
Wallingford				
Warren				
Washington	1/4	6,000.00	2,000.00	8,000.00
Waterbury	1/4	6,000.00	2,000.00	8,000.00
Waterford	1/4	6,000.00	2,000.00	8,000.00
Watertown	1/4	6,000.00	2,000.00	8,000.00
Westbrook	1/8	2,187.50	312.50	2,500.00
West Hartford	1/4	6,000.00	2,000.00	8,000.00
Weston	1/8	7,000.00	1,000.00	8,000.00
Westport	1/4	6,000.00	2,000.00	8,000.00
Wethersfield	1/4	6,000.00	2,000.00	8,000.00
Willington	1/8	7,000.00	1,000.00	8,000.00
Wilton	1/4	6,000.00	2,000.00	8,000.00
Winchester	1/4	6,000.00	2,000.00	8,000.00
Windham	1/4	6,000.00	2,000.00	8,000.00
Windsor	1/4	6,000.00	2,000.00	8,000.00
Windsor Locks	1/4	6,000.00	2,000.00	8,000.00
Wolcott	1/8	7,000.00	1,000.00	8,000.00
Woodbridge	1/8	7,000.00	1,000.00	8,000.00
Woodbury	1/8	7,000.00	1,000.00	8,000.00
Woodstock	1/8	7,000.00	1,000.00	8,000.00
		$944,700.12	$237,814.30	$1,182,514.42

ADDITIONAL ALLOTMENTS BETWEEN FEBRUARY 26, 1913, AND OCTOBER 1, 1914.

	Ratio.	State.	Town.	Total.
Middlefield	1/8	$1,750.00	$250.00	$2,000.00
Westbrook	1/8	4,812.50	687.50	5,500.00
Naugatuck	1/4	443.44	147.81	591.25
Somers	1/8	560.00	80.00	640.00
Scotland	1/8	3,500.00	500.00	4,000.00
Brooklyn	1/4	286.80	95.60	382.40
Rocky Hill	1/8	229.75	32.82	262.57
Salisbury	3/4	1,350.00	450.00	1,800.00
Somers	1/8	1,486.89	212.41	1,699.30
Durham	1/8	330.87	47.27	378.14
Madison	1/4	1,500.00	500.00	2,000.00
Naugatuck	1/4	665.33	221.77	887.10
Suffield	1/4	71.86	23.96	95.82
		$16,987.44	$3,249.14	$20,236.58

CONCRETE ROAD, BOSTON POST ROAD, TOWN OF ORANGE.

ITEM 2—TABLE (m).

RECEIVED FROM AUTOMOBILE LICENSES, FEBRUARY 26, 1913, TO OCTOBER 1, 1914.

This table gives the amounts received from automobile licenses collected by the Secretary of State between February 26th, 1913, and October 1st, 1914. This money (by act of the Legislature) is used for the repair of highways with the express proviso that the towns shall not be required to refund anything toward this amount, so it must be used either on trunk lines or on repairing roads for which the State pays the whole cost.

It is fair to say that the oiling of State Aid roads has been paid for wholly by the State in the past, but it would seem that the town should contribute something towards the oiling of State Aid roads, as such oiling may properly be considered as a portion of the repairs.

For February, (Treasurer's receipts as per Comptroller's statement)			$24,973.00	
" March	"	"	22,668.85	
" April	"	"	59,299.63	
" May	"	"	31,056.79	
" June	"	"	18,415.33	
" July	"	"	13,436.45	
" August	"	"	8,582.75	
" September	"	"	5,554.78	
Total for part of fiscal year ending September 30th, 1913				$183,987.58
For October			4,208.75	
" November and December (two months)			3,616.31	
" January, 1914			184,354.48	
" February			21,657.07	
" March			44,405.72	
" April			69,741.02	
" May			42,235.06	
" June			24,211.61	
" July			16,835.70	
" August			9,726.81	
" September			7,287.88	
Total for fiscal year ending September 30th, 1914				428,280.41
Grand total for twenty months' receipts				$612,267.99

ITEM 2—TABLE (n) MONTHLY EXPENDITURES OF APPROPRIATIONS.

This table gives a statement of the total amounts expended by the Highway Department during the past nineteen months divided under the different appropriations and also by months.

AMOUNTS DISBURSED.

	State Aid.	Trunk Line.	New Repairs.	Old Repairs.	Office.	Deputies, etc.	Auto.	Comr. Salary.	Comr. Trav.	Total
Feb. 26—28, 1913....	.....	$ 588.30	$ 4,444.09	$ 935.97	.....	$ 24.00	$ 45.70	.....	$27.00	$ 6,065.06
March 1—31, 1913....	$ 6,241.85	29,617.23	47,417.60	5,407.52	$1,791.89	5,333.85	48.10	$416.66	....	96,274.70
April 1—30, 1913....	19,231.02	38,199.76	61,813.03	2,734.85	1,474.74	5,177.44	15.21	416.66	14.30	129,077.01
May 1—31, 1913....	21,452.74	80,768.69	63,331.01	6,678.29	1,265.03	6,435.24	230.03	416.66	92.05	180,669.74
June 1—30, 1913....	16,263.88	94,874.27	66,656.67	761.62	1,094.20	9,391.80	357.69	416.66	41.07	189,857.86
July 1—31, 1913....	22,279.28	172,823.78	149,990.67	5,750.32	942.19	10,945.49	304.37	416.66	69.33	363,522.09
August 1—31, 1913....	49,950.70	242,526.89	166,546.55	10,808.27	1,384.69	11,310.04	234.83	416.66	81.53	483,260.16
Sept. 1—30, 1913....	56,104.37	290,465.59	122,377.99	14,611.30	1,768.52	10,929.82	241.06	416.66	79.01	496,994.32
Total for fiscal year..	$191,523.84	$949,864.51	$682,577.61	$47,688.14	$9,721.26	$59,547.68	$1,476.99	$2,916.62	$404.29	$1,945,720.94
Oct. 1—31, 1913....	$140,722.59	$203,160.55	$ 68,451.07	$ 9,708.33	$ 824.50	$11,110.47	$ 70.71	$416.74	$ 82.97	$434,547.93
Nov. 1—31, 1913....	176,297.92	188,799.77	119,471.19	14,889.04	784.30	10,952.04	112.80	416.66	97.55	511,821.27
Dec. 1—31, 1913....	154,421.36	129,240.19	106,823.18	17,934.76	3,503.23	12,271.57	967.64	416.66	450.18	426,028.77
Jan. 1—31, 1914....	66,223.04	70,604.80	64,982.52	14,560.48	604.50	9,929.14	.....	416.66	.....	227,321.14
Feb. 1—28, 1914....	16,925.64	17,169.36	23,183.23	5,467.81	1,365.94	8,658.95	444.58	416.66	72.15	73,704.32
March 1—31, 1914....	4,391.25	8,925.55	20,714.57	2,588.75	739.55	7,788.77	137.92	416.66	6.40	45,709.42
April 1—30, 1914....	12,193.45	11,926.20	35,704.02	7,176.64	1,235.32	6,201.33	247.24	416.66	60.70	75,161.56
May 1—31, 1914....	108,778.02	51,513.20	44,524.79	9,554.40	971.76	8,233.35	223.73	416.66	41.15	224,257.06
June 1—30, 1914....	156,331.89	77,075.78	77,449.02	8,202.81	950.66	8,668.31	164.43	416.66	50.24	329,309.80
July 1—31, 1914....	190,067.01	92,649.02	115,363.58	10,842.72	893.97	9,932.02	346.04	416.66	57.97	420,568.99
August 1—31, 1914....	154,118.25	87,280.23	107,142.16	7,953.09	1,051.31	9,200.12	262.53	416.66	59.20	367,483.55
Sept. 1—30, 1914....	137,620.67	63,026.74	65,306.76	10,799.90	804.05	9,031.00	242.54	416.66	56.20	287,304.52
Total for fiscal year..	$1,318,091.09	$1,001,371.39	$849,116.09	$119,678.73	$13,729.09	$111,977.07	$3,220.16	$5,000.00	$1,034.71	$3,423,218.33

ITEM 2—TABLE (o).

BALANCES AVAILABLE OCTOBER 1, 1914.

This table shows the balance available October 1st, 1914, from which the Highway Department must secure its money for highway construction during the coming year.

A copy of the monthly trial balance is also included under Item 2, Table O.

It will be noticed on the trial balance that the Comptroller's State Aid balance is $679,586.01, while the Highway Department's balance, as shown in the credit column, is only $545,395.46. The discrepancy is due to the fact that the Highway Department has entered existing contracts as liabilities.

As was noted above, the State finances the entire cost of State Aid roadwork until after the work is completed, so that there will always be a discrepancy between the cash balance of the Comptroller and the balance shown by the Highway Department.

State Aid	$674,022.21
State Aid (unallotted, State's share)	38,312.44
Trunk Line appropriation	32,863.40
Trunk Line reserve	295,687.17
New Repair appropriation	536,203.46
Old Repair appropriation	94,092.64
Office	22,025.41
Deputies, Inspectors and Engineers	49,243.17
Automobile	1,850.55
Commissioner's salary	5,416.74
Commissioner's travelling expenses	1,048.28
Post Roads	20,000.00

The State Aid balance includes the towns' share on money available.

Actual State Aid available (State's share)	$545,395.46
Towns' obligation on above	128,626.75
	$674,022.21

Trial Balance-October 1, 1914.

COMPTROLLER—State Aid	$679,586.01	
" Trunk Line ..	510,920.53	
" New Repairs ..	591,032.56	
" Old Repairs ...	102,160.55	
" Office	22,025.41	
" Deputies, Inspectors, etc.,	49,243.17	
" Automobile ...	1,850.55	
" Commissioner's salary	5,416.74	
" Commissioner's travelling ...	1,048.28	
" Post Roads ..	20,000.00	
APPROPRIATION—State Aid		$545,395.46
" Trunk Line		32,863.40
" New Repairs ..		536,203.46
" Old Repairs		94,092.64
" Office		22,025.41
" Deputies, Inspectors, etc.,		49,243.17
" Automobile ...		1,850.55
" Commissioner's salary		5,416.74
" Commissioner's travelling ...		1,048.28
" Post Roads ...		20,000.00
Surplus Account (State Aid Reserve),		38,312.44
Allotment 1907-08	12,379.78	
Allotment 1909-10	27,385.72	
Allotment 1911-12	99,518.13	
Allotment 1913-14	573,051.02	
Trunk line reserve		295,687.17
Towns' share account	283,555.07	
R. G. Miller Contracting Co.		70,715.18
B. F. Mahan		15,800.00
B. D. Pierce, Jr., Co.		6,641.75
Kellogg & Gregory		975.00
John DeMichiel & Bro.		30,831.73
Middlesex Contracting Co.		3,972.00
Joseph Mascetti		2,172.75
Goodman & Trumbull		1,800.00
Ahern Brothers		3,661.50
A. Vito Construction Corp.		41,157.64
A. B. Cadwell		29,885.63

C. W. Blakeslee		3,292.72
B. N. Beard		22,403.21
C. T. Eastburn		18,415.50
Pierson Engineering & Construction Co.		19,379.24
F. Arrigoni & Bro.		20,767.84
Webster & Webster		8,315.54
L. Suzio		7,832.39
Lane Construction Co.		563.50
A. D. Bridges' Sons		9,264.91
A. C. Sternberg		26,844.89
O'Brien Construction Co.		3,904.97
O. T. Benedict		6,469.96
W. B. Wilcox		5,537.90
W. J. Mertz		3,359.17
Bristow Bros. & Knowles, Corp.		14,848.57
L. Longhi & Bro.		15,543.49
Mallett & Warner		3,543.30
A. E. Douglas		69.00
Harris Whittemore		1,065.00
Edward Balf Co.		7,035.41
H. S. Osborn		1,525.43
F. B. and W. H. O'Neil		22,752.44
Adjustment account		28,263.45
Connecticut Good Roads & Construction Co.		8,208.47
Donahue Brothers		3,000.00
F. A. Wilcox		2,650.00
A. J. Ketchin		277.80
Porcaro Construction Co.		13,489.25
John Arborio		15,711.80
H. L. Armando		5,210.75
W. A. McMahon		339.58
E. P. Tracy		22,175.00
Connecticut Hassam Paving Co.		25,520.00
New London Construction Co.		6,810.96
W. J. Wall		168.00
Stafford & Mather		19,763.07
M. F. Mulville		2,366.17
Connecticut & Rhode Island Co.		4,582.00
J. A. Gilbert		350.00
Anticipated Allotment, 1913-14 appropriation (State)	27,710.59	
Anticipated Allotment, 1913-14 appropriation (Town)		27,710.59

Warren Brothers Co.		8,985.00
F. W. Pratt		11,887.46
H. H. Davenport		1,150.00
W. H. Arthur		8,000.00
E. P. Wall		9,487.00
Town Refund Accounts		
Andover to Woodstock	20,673.80	
Town of West Hartford		3,000.00
W. H. Knight	500.00	
W. J. Galbraith		43.75
F. H. Gilbert		28,464.60
E. B. Alfred		587.42
C. H. Terry		23,347.30
Town Allotment Accounts		
Andover to Woodstock		674,022.21
	$3,028,057.91	$3,028,057.91

ITEM 2—TABLE (p).

MONEY AVAILABLE IN TOWNS, OCTOBER 1, 1914.

This table is a list of amounts available in different towns October 1st, 1914, not contracted for. It will be noted from this list that the cash balance coincides with that shown on the statement of balance available in Item 2, Table O, and that there is also a small amount of money noted as unallotted, namely, $38,312.44, which is the amount of money unallotted to towns, used in case a contract runs slightly over the total amount allotted to a town or in case some town, which has not already made an appropriation, desires to do so.

Andover	$7,669.72	Bridgeport	8,527.00
Ansonia	0.00	Bridgewater	18,000.00
Ashford	21,765.89	Bristol	0.00
Avon	0.00	Brookfield	590.97
Barkhamsted	12,508.19	Brooklyn	0.00
Beacon Falls	17,204.00	Burlington	1,669.74
Berlin	8,167.58	Canaan	1,677.47
Bethany	115.01	Canterbury	8,622.60
Bethel	8,803.02	Canton	0.00
Bethlehem	0.00	Chaplin	0.00
Bloomfield	8,973.55	Chatham	8,000.00
Bolton	1,581.58	Cheshire	0.00
Bozrah	6,461.50	Chester	1,434.12
Branford	8,000.00	Clinton	2,792.21

Colchester	0.00	Montville	8,016.41
Colebrook	5,759.24	Morris	8,879.30
Columbia	8,000.00	Naugatuck	0.00
Cornwall	7,745.75	New Britain	6,241.30
Coventry	6,499.59	New Canaan	488.30
Cromwell	0.00	New Fairfield	4,988.74
Danbury	9,102.68	New Hartford	7,605.45
Darien	0.00	New Haven	0.00
Derby	0.00	Newington	9,244.23
Durham	0.00	New London	7,372.25
East Hartford	8,266.16	New Milford	0.00
Eastford	0.00	Newtown	8,065.03
East Granby	3,426.88	Norfolk	0.00
East Haddam	4,513.32	North Branford	284.50
East Haven	8,000.00	North Canaan	9,472.44
East Lyme	8,000.00	North Haven	15,154.05
Easton	0.00	North Stonington	338.92
East Windsor	0.00	Norwalk	5,922.74
Ellington	1,334.77	Norwich	1,464.47
Enfield	8,000.00	Old Lyme	12,205.13
Essex	3,565.45	Old Saybrook	6,382.79
Fairfield	1,596.51	Orange	0.00
Farmington	0.00	Oxford	0.00
Franklin	9,096.20	Plainfield	8,000.00
Glastonbury	4,209.57	Plainville	717.19
Goshen	0.00	Plymouth	17,000.00
Granby	13.27	Pomfret	0.00
Greenwich	203.69	Portland	5,540.04
Griswold	0.00	Preston	8,000.00
Groton	0.00	Prospect	0.00
Guilford	0.00	Putnam	0.00
Haddam	237.41	Redding	0.00
Hamden	7,150.47	Ridgefield	0.00
Hampton	4,000.00	Rocky Hill	0.00
Hartford	3,202.08	Roxbury	0.00
Hartland	9,110.29	Salem	0.00
Harwinton	0.00	Salisbury	3,014.50
Hebron	0.00	Saybrook	8,125.01
Huntington	0.00	Scotland	255.56
Kent	0.00	Seymour	1,571.56
Killingly	0.00	Sharon	0.00
Killingworth	6,000.00	Sherman	7,408.28
Lebanon	10,229.16	Simsbury	0.00
Ledyard	0.00	Somers	0.00
Lisbon	0.00	Southbury	0.00
Litchfield	255.19	Southington	8,000.00
Lyme	9,272.00	South Windsor	14,984.74
Madison	0.00	Sprague	9,684.08
Manchester	0.00	Stafford	0.00
Mansfield	0.00	Stamford	8,770.26
Marlborough	0.00	Sterling	8,000.00
Meriden	8,334.34	Stonington	8,000.00
Middlebury	0.00	Stratford	8,000.00
Middlefield	232.91	Suffield	0.00
Middletown	0.00	Thomaston	8,000.00
Milford	0.00	Thompson	3,478.00
Monroe	0.00	Tolland	0.00

Torrington	1,448.93	Windham	8,000.00
Trumbull	976.58	Windsor	8,000.00
Union	0.00	Windsor Locks	12,546.75
Vernon	8,000.00	Wolcott	5,435.00
Voluntown	2,878.60	Woodbridge	2,844.50
Wallingford	0.00	Woodbury	8,000.00
Warren	0.00	Woodstock	0.00
Washington	457.79		
Waterbury	0.00		$674,022.21
Waterford	8,684.35	Plus unallotted	38,312.44
Watertown	10.00		
Westbrook	0.00		$712,334.65
West Hartford	0.00		
Weston	14,707.00	Allotment 1907-08	$12,379.78
Westport	0.00	" 1909-10	27,385.72
Wethersfield	9,248.30	" 1911-12	99,518.13
Willington	0.00	" 1913-14	573,051.02
Wilton	14,955.56		
Winchester	11,242.50		$712,334.65

ITEM 2—TABLE (q).

DIVISION OF STATE AID EXPENDITURES.

This statement represents the division of expenditures of the State Aid appropriation for the period from February 26th, 1913, to October 1st, 1914.

Balance February 26th, 1913		$2,320,352.40
Amounts refunded by towns, February 26th, 1913, to September 30th, 1914		249,297.95
1913-1914 appropriation, available October 30th, 1913		1,000,000.00
Total		$3,569,650.35
Amounts transferred by Board of Control to Sundry Appropriations	$ 10,675.84	
To Deputies, Engineers and Inspectors	7,000.00	
To Trunk Line	1,000,000.00	
Old appropriations lapsed	11,972.01	
		1,029,647.85
Total		$2,540,002.50
*Balance, per trial balance October 1st, 1914		679,586.01
Amounts expended February 26th, 1913, to October 1st, 1914		$1,860,416.49

COLUMBIA, CONNECTICUT. (Before).

COLUMBIA, CONNECTICUT. (After).

Two photos taken from the same point.

RECAPITULATION.

For road construction	$1,843,998.44	
For railing construction	16,418.05	
		$1,860,416.49

*State Comptroller's Department shows September 30th, 1914:

Cash on hand, (State Aid), ... $679,586.01

No outstanding orders.

ITEM 2—TABLE (r).

DIVISION OF TRUNK LINE EXPENDITURES.

This statement represents the division of expenditures of the trunk line appropriation for the period from February 26th, 1913, to October 1st, 1914.

Balance February 26th, 1913	$1,355,608.10
Amounts received on Special Agreements	100,721.19
Amount transferred from State Aid	1,000,000.00
1913-1914 appropriations, available October 30th, 1913	2,000,000.00
	$4,456,329.29
Amount transferred to New Repair Account by Board of Control from 1913-1914 appropriation	1,000,000.00
Total	$3,456,329.29
*Balance, per trial balance October 1st, 1914	510,920.53
	$2,945,408.76

RECAPITULATION.

For road construction	$1,886,622.64	
For road reconstruction	983,984.82	
For railing construction	67,167.35	
For land damages	5,937.95	
For paint and sundries	1,696.00	
		$2,945,408.76

*State Comptroller's Department shows September 30th, 1914:

Cash on hand (Trunk Line)		$511,020.53
Orders drawn by Highway Department and not received by Comptroller:		
No. 1699	$25.00	
No. 1978	25.00	
No. 2112	50.00	
		100.00
		$510,920.53

AUDITORS OF PUBLIC ACCOUNTS.

Hartford, February 9th, 1915.

We, the Auditors of Public Accounts do hereby certify that we have examined the accounts of Charles J. Bennett, Highway Commissioner, for the fiscal year ending September 30, 1914. Have compared the same with the vouchers therefor and find them correct.

WILLIAM P. BAILEY,
JAMES P. TOBIN,
Auditors of Public Accounts.

ITEM 3.

REPORT OF THE CONSTRUCTION WORK.

EXPLANATION.

The term "New Construction" used in the following tables embraces roads constructed by the State on the Trunk Line and State Aid systems on such sections of road as had not formerly been improved by the State.

The term "Reconstruction" covers those sections of roads on the Trunk Line and State Aid Systems formerly built by the State, but reconstructed with a better type of surfacing.

In determining the actual net mileage of roads in the state highway system, October 1, 1914, the mileage of reconstructed highways is not considered, as in every instance, the sections reconstructed simply duplicated the mileage of roads included in the new construction.

TABLE (a).

In this table is given a tabulation of the roads constructed under Trunk Line and State Aid funds from July 9, 1895 to February 26, 1913. The total net mileage of completed roads at that date was 923.77.

	TRUNK LINE ROADS. LENGTH IN MILES.		STATE AID ROADS. LENGTH IN MILES.	
	New Construction.	Re-construction.	New Construction.	Re-construction.
Graded	171.27	7.33	100.58	.18
Gravel	148.50	5.44	86.11	.07
Stone surface	3.27	13.19		
Macadam	276.87	18.05	131.40	6.11
Bituminous Macadam	1.60		.64	
Bituminous Concrete	3.11	4.48	.27	
Concrete				
Brick	.09		.06	
Totals	604.71	48.49	319.06	6.36

Total net mileage of state roads both Trunk Line and State Aid (not including 54.85 miles of reconstruction) 923.77

TABLE (b).

This table shows the total mileage of roads constructed under Trunk Line and State Aid funds before February 26, 1913, final

payment for which, however, was deferred for various reasons until after February 26, 1913. These contracts were closed and paid for by the present Commissioner. This table shows a total mileage of 64.74 of which 7.22 miles are represented by reconstruction.

	TRUNK LINE ROADS. LENGTH IN MILES.		STATE AID ROADS. LENGTH IN MILES.	
	New Construction.	Re-construction.	New Construction.	Re-construction.
Graded	5.72	.75	5.56	.51
Gravel	11.71	.71	6.91	.16
Stone surface	1.98	.32		
Macadam	16.67	1.19	2.72	2.35
Bituminous Macadam	3.87	1.23		
Bituminous Concrete	2.38			
Concrete				
Brick				
Total mileage	42.33	4.20	15.19	3.02

TABLE (c).

This table shows the work completed under the Trunk Line and State Aid funds by the present Commissioner between February 26, 1913 and October 1, 1914, which table does not include different roads accepted (without reconstruction) by the Highway Department under authority of Chapter 90 of the Public Acts of 1909 and are now incorporated in the state system of improved highways. This table shows a total mileage 297.84 of which 240.65 were new construction, and 57.19 reconstruction.

	TRUNK LINE ROADS. LENGTH IN MILES.		STATE AID ROADS. LENGTH IN MILES.	
	New Construction.	Re-construction.	New Construction.	Re-construction.
Graded	20.38	.73	13.89	.57
Gravel	38.59	1.64	27.77	1.94
Stone surface	1.14	5.12		
Macadam	52.20	5.85	33.93	1.03
Bituminous Macadam	19.15	2.99	8.58	
Bituminous Concrete	15.38	29.16	1.72	.16
Concrete	5.37	7.29	2.41	.56
Brick	.14	.15		
Total mileage	152.35	52.93	88.30	4.26

Total mileage of new construction on Trunk and State Aid roads 240.65

Total mileage of reconstruction on Trunk Line and State Aid roads 57.19

TABLE (d).

This table is a general summary of all road work completed by the Highway Department from July 9, 1895 to October 1, 1914, and paid for out of the State Aid and Trunk Line appropriations. This shows a total net mileage of roads of 1,221.94. This total does not include roads completed since October 1, 1914, nor those roads constructed by the State under Chapter 109 of the Public Acts of 1913, which grand total is shown under Recapitulation.

	TRUNK LINE ROADS. LENGTH IN MILES.		STATE AID ROADS. LENGTH IN MILES.	
	New Construction.	Re-construction.	New Construction.	Re-construction.
Graded	197.37	8.81	120.03	1.26
Gravel	198.80	7.79	120.79	2.17
Stone surface	6.39	18.63		
Macadam	345.74	25.09	168.05	9.49
Bituminous Macadam	24.62	4.22	9.22	
Bituminous Concrete	20.87	33.64	1.99	.16
Concrete	5.37	7.29	2.41	.56
Brick	.23	.15	.06	
Total mileage	799.39	105.62	422.55	13.64

Total net mileage of State roads both on Trunk Line and State Aid (not including 119.26 miles of reconstruction) 1221.94

TABLE (e).

This table shows the roads completed by the Highway Department under the Trunk Line and State Aid funds before October 1, 1914, final payment for which was made subsequent to October 1, 1914. This mileage, naturally, should be added to the work completed October 1, 1914.

	TRUNK LINE ROADS. LENGTH IN MILES.		STATE AID ROADS. LENGTH IN MILES.	
	New Construction.	Re-construction.	New Construction.	Re-construction.
Graded	.77			
Gravel	3.99		3.35	
Stone surface				
Macadam	12.03	.57	1.15	
Bituminous Macadam	.85		3.50	.20
Bituminous Concrete	.09	.58		
Concrete	2.19	.36	2.41	
Brick		.08		
Total mileage	19.92	1.59	10.41	.20

TABLE (f).

This table shows the mileage of State Aid roads completed by the Highway Department up to October 1, 1914, under section 109 of the Public Acts of 1913. This work was paid for by the various towns in which the roads were constructed. The various proportions due to the towns will be refunded from appropriations available October 1, 1915.

	LENGTH IN MILES. New Construction.
Graded	
Gravel	.90
Stone surface	
Macadam	.29
Bituminous Macadam	.92
Bituminous Concrete	
Concrete	.29
Brick	
Total Mileage	2.40

TABLE (g).

This table shows the total mileage of roads built by the State Highway Department from its inception, July 9, 1895, to October 1, 1914, including all roads completed at that date, final payments for which were made subsequent to October 1, 1914; also roads built under Chapter 109 of the Public Acts of 1913. This table, in fact, includes all roads completed and in charge of the Highway Department with the exception of those sections of highway which have been incorporated in the Trunk Line system under authority of Chapter 90 of the Public Acts of 1909. This mileage of roads is classified according to types, and shows the total miles of each kind of construction included in the State Highway system October 1, 1914.

	TRUNK LINE ROADS. LENGTH IN MILES.		STATE AID ROADS. LENGTH IN MILES.	
	New Construction.	Re-construction.	New Construction.	Re-construction.
Graded	198.14	8.81	120.03	1.26
Gravel	202.79	7.79	125.04	2.17
Stone surface	6.39	18.63		
Macadam	357.77	25.66	169.49	9.49
Bituminous Macadam	25.47	4.22	13.64	.20
Bituminous Concrete	20.96	34.22	1.99	.16
Concrete	7.56	7.65	5.11	.56
Brick	.23	.23	.06	
Total mileage	819.31	107.21	435.36	13.84

Total mileage of new construction on Trunk Line and State Aid roads	1254.67
Total mileage of reconstruction on Trunk Line and State Aid roads	121.05
Grand total	1375.72
Total net mileage of State roads both Trunk Line and State Aid	1254.67

TABLE (h).

This table is a recapitulation of the various tables heretofore given and shows the mileage of new construction and reconstruction paid for out of State Aid and Trunk Line appropriations from July 9, 1895 to October 1, 1914. From this table it is found that during this period, a total of 1254.67 net miles was built. No reconstruction is included in this amount.

In addition to the total net mileage, there has been reconstructed a total of 121.05 miles, but this amount does not increase the total net mileage of improved roads for the reason that this latter amount represents roads previously constructed by the State and reconstructed with a superior type of surfacing.

To the total net mileage also should be added 35.41 miles representing the total mileage of roads adopted into the State Highway system under authority of Chapter 90 of the Public Acts of 1909.

	TRUNK LINE ROADS. LENGTH IN MILES.		STATE AID ROADS. LENGTH IN MILES.	
	New Construction.	Re-construction.	New Construction.	Re-construction.
Table (a)	604.71	48.49	319.06	6.36
Table (b)	42.33	4.20	15.19	3.02
Table (c)	152.35	52.93	88.30	4.26
Table (e)	19.92	1.59	10.41	.20
Table (f)			2.40	
Total mileage	819.31	107.21	435.36	13.84

Total net mileage of State Roads both Trunk Line and State Aid	1254.67
Total mileage of reconstruction on Trunk Line and State Aid	121.05

SUMMARY.

Total net mileage of State Roads, Trunk Line and State Aid	1254.67
Total mileage accepted under Chapter 90 of the Public Acts of 1909	35.41
	1290.08

TABLE (i).

This table gives the list of towns and the type of road constructed under Chapter 109 of the Public Acts of 1913 and shows the total amount of money expended for this purpose, the town's portion of which must be refunded from appropriations yet to be made.

TOWN.	ROAD	TYPE.	Feet. Length	Cost.	Refund to Town.
Mansfield	Storrs	Macadam	1,548	$3,000.00	$2,625.00
Monroe	Bridgeport	Gravel	1,989	3,903.67	3,415.71
Oxford	Southbury	Gravel	2,742	3,286.78	2,875.93
Ridgefield	Branchville	Concrete	1,555	2,391.09	1,793.31
Suffield	Boston Neck	Bituminous Macadam	4,845	8,000.00	6,000.00
			*12,679	$20,581.54	$16,709.95

* Equivalent to 2.4 miles.

TABLE (j).

This table gives information as to the details of roads constructed by the Highway Department from February 26, 1913, to October 1, 1914. From this table, previous tables designated as (b) and (c) listed under Item 3 have been compiled. The table in question shows the location, the type, the length of the road, and the total cost; the division of cost, where possible into the items of grading, drainage and surface. It shows, also, the cost per square yard, the appropriation from which the money was secured and the refunds whether special or under the State Aid act, the purpose of the construction and the results claimed by the Highway Department.

This table is of special interest in securing information as to the cost of road and the proportion of cost which can be considered of short life. For instance, the grading and drain-

age items could be properly considered as permanent improvements, for which long term bonds protected by a sinking fund could be used.

An examination of these tables shows an enormous variation in unit price per square yard for road surface for the same types of road built under the same specifications. The reasons for these discrepancies are many, but principally, the variation arises from the location of the road with reference to the source of supply of material used in its surface construction. For instance, many of the roads are located at a long distance from a railroad station or from a supply of native stone or gravel to be used in construction. In addition, the variation is, to some extent, due to the fact that different contractors in need of work, bid extremely low prices for road surface in certain cases. Variations in the cost of labor have also been noticeable and, occasionally, the material to be excavated has been used in the surface of the road, thereby reducing the cost.

STONINGTON, CONNECTICUT.

Showing sharp turn obstructed by ledge.

STONINGTON, CONNECTICUT.

Showing ledge removed.

CONCRETE ROAD ON NORWICH & WORCESTER TRUNK LINE, THOMPSON, CONNECTICUT.

ROADS COMPLETED BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT

FROM FEBRUARY 26, 1913, TO OCTOBER 1, 1914.

Paid for Under State Aid or Trunk Line Appropriations.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation on		Refunds by Towns		Special Agreements	Purpose and Results of Construction.
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
Andover	Hartford	Gravel	16,313	$29,019.08	Cannot	be	divided		Trunk Line	$21,019.08	$8,000.00	⅛	$1,000.00		Part of connecting trunk line Hartford to Willimantic. Result good.
Ashford	Boston Hollow	Graded	700		"	"	"		State Aid						
"	North Ashford	"	494		"	"	"		" "						
"	Hartford	"	1,200		"	"	"								
"	"	"	500		"	"	"		Trunk Line						
"	"	"	1,150	13,337.83	"	"	"		State Aid						
"	Westford	"	824		"	"	"		" "	4,112.44	9,225.39	⅛	1,153.17	$1,112.44 paid by Surety Co. for forfeiture of original contract.	Apparent attempt to improve bad conditions in town highway system. Results not satisfactory as sections are too widely scattered.
"	"	"	600		"	"	"		" "						
"	Willimantic	"	670		"	"	"		" "						
"	Stafford	"	400		"	"	"		" "						
"	"	"	650		"	"	"		" "						
Avon	Albany	Macadam	7,700	38,255.00	"	"	"		Trunk Line	38,255.00					Part of main road Hartford to Canaan. Result good.
"	River	"	1,211	2,581.54	"	"	"		State Aid	2,581.54					Old contract completed but unpaid. Settled up after present Commissioner took office.
Beacon Falls	River Road and Main St.	Gravel	2,350	3,158.50	"	"	"		Trunk Line		3,158.50	⅛	394.81		Naugatuck Valley trunk line. Result good.
Berlin	Kensington	Macadam	3,924	7,216.14	"	"	"		State Aid		7,216.14	¼	1,804.04		State Aid road to accommodate Village of Kensington. Result fair.
Bethany	Woodbridge	Gravel	7,364	11,054.96	$3,238.20	$3,005.66	$4,811.10	$ .42	" "		11,054.96	⅛	1,381.87		Part of main road, New Haven to Waterbury. Result good.
"	"	"	2,038	3,759.40	995.25	1,179.15	1,585.00	.50	" "		3,759.40	⅛	469.92		" " " " " " " " " " " "
Bethel	Center St.	Macadam	5,336	10,829.98	Cannot	be	divided		Trunk Line		10,829.98	¼ & ⅛	2,926.91		Part of Danbury-Bridgeport T. L. Surface not permanent enough for location.
Bloomfield	Simsbury	"	3,282	8,026.15	"	"	"		State Aid		8,026.15	¼	2,006.54		State Aid road. Result good.
Bolton	Old Tolland	Graded	791	832.00	"	"	"		Trunk Line	832.00					Part of trunk line Hartford to Willimantic. Result good.
Bozrah	Colchester	Bit. Macadam	5,391	11,991.60	"	"	"		" "	1,991.60	10,000.00				Part of Norwich-Hartford trunk line. Result good.
Branford	Boston Post (Daley Contract)	Macadam	1,964	6,956.07	"	"	"		" "	6,956.07					Part of New Haven-New London trunk line. Result good.
"	" (Arrigoni Contract)	"	8,700	17,318.85	"	"	"		" "	14,103.85	3,215.00	⅓	1,071.66		Old contract unpaid for. Settled up by present Commissioner.
"	"	Bit. Macadam	4,050	11,340.00	"	"	"		" "	2,340.00	9,000.00	¼	2,250.00		Part of New Haven-New London trunk line. Result good.
"	"	"	6,929	28,150.60	"	"	"		" "	28,150.60					" " " " " " " " " " " "
"	"	Concrete	6,826	40,332.33	"	"	"		" "	40,332.33					" " " " " " " " " " " "
Bridgeport	Connecticut Ave.	Bit. Concrete	3,165	7,296.96	551.16		6,745.80	1.20	" "		7,296.96	¼	1,824.24		Part of New York-New Haven trunk line. Result good.
"	Boston Post	"	7,895	24,181.60	3,145.72		21,035.88	1.20	" "	24,181.60					" " " " " " " " " " " "
Bridgewater	Roxbury	Graded	9,542	21,020.14	Cannot	be	divided		" "	12,020.14	9,000.00	⅛	1,125.00		Part of New Milford-Waterbury trunk line. Result good.
Bristol	Farmington	Gravel	10,017	12,548.35	"	"	"		State Aid		12,548.35	¼	3,137.09		State Aid road. Result good.
Brookfield	Brookfield Station	Macadam	6,980	16,408.43	5,432.78	3,017.78	7,957.87	* .73	" "		16,408.43	⅛	2,051.05		Road from center toward R. R. Station and Danbury. Result good.
Brooklyn	Wauregan (Arrigoni Contract)	Macadam	4,628	10,170.76	Cannot	be	divided	* .85	Trunk Line		10,170.76	¼	2,542.69		Providence to Willimantic trunk line. Results good.
"	" (Ahern Contract)	"	6,075	9,798.94	2,160.50	1,528.68	6,109.76	.65	" "		9,798.94	¼	2,449.74		" " " " " " " "
Burlington	Collinsville (Rossi Contract)	Graded	4,682	9,780.26	4,999.81	4,052.05	728.40	.10	State Aid		9,780.26	⅛	1,222.53		Road from Farmington to Collinsville. Surface not good enough for requirements but improvement in grade and line marked.
"	" (Torrington Const. Co. Contract)	"	2,450	5,550.00	Cannot	be	divided		" "		5,550.00	⅛	693.75		Road from Farmington to Collinsville. Surface not good enough for requirements, but improvement in grade and line marked.
"	Burlington Center	"	590	4,162.99	"	"	"		Trunk Line	4,162.99					Part of trunk line Hartford to Torrington. Improvement in grade and line removing dangerous turns.

Items * include the cost of an application of road oil to the surface of the road.

ROADS COMPLETED BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT FROM FEBRUARY 26, 1913 TO OCTOBER 1, 1914.—Continued.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost Per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation		Refunds by Towns		Special Agreements	Purpose and Results of Construction
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
Canaan	Falls Village (DeMichiel Contract)	Gravel	5,500	11,315.25	Cannot	be	divided		Trunk Line 1,500 feet on trunk line.		11,315.25	1/8	1,414.41		Part of Canaan-Goshen trunk line.
"	" (Arborio Contract)	"	4,677	5,516.28	1,783.18	2,205.14	1,527.96	.21	3,177 feet on state aid.		5,516.28	1/8	689.53		Improvement in line and grade marked. Cheap surface.
Canterbury	Worcester	Graded	5,047	7,941.90	Cannot	be	divided		State Aid		7,941.90	1/8 & 1/4	992.74		State Aid road. Result fair.
"	Plainfield	"	1,995	4,312.00	"	"	"		" "		4,312.00	1/8 & 1/4	551.50		Old contract settled up by present Commissioner.
"	Jewett City	Gravel	710						Trunk Line					Paid for under Plainfield Appropriation.	Part of Norwich-Worcester trunk line. Result fair.
Canton	Winsted	Stone Surface	6,578	16,916.50	"	"	"		" "	16,916.50					Part of Hartford-Canaan trunk line. Marked improvement in grade.
Chaplin	Hampton	Graded	11,529	16,196.18	"	"	"		" "	16,196.18					Providence-Willimantic trunk line. Marked improvement in line and grade.
"	Phoenixville	Gravel	16,204	16,676.38	8,781.26	2,349.80	5,545.32	.22	" "	8,676.38	8,000.00	1/8	1,000.00		Willimantic-Putnam trunk line. Completes gap in this road and makes marked improvement in all ways.
"	Willimantic	"	4,102	5,720.14	1,576.43	1,071.18	3,072.53	* .48	" "	5,720.14					
Chatham	Portland	Graded	15,185	26,362.40	Cannot	be	divided		" "	18,612.40	7,750.00	1/8 & 1/4	1,531.25		Part of Portland-East Hampton road. Cheap surface but marked improvement in line and grade.
"	"	Macadam	4,102	9,800.01	"	"	"		" "	1,900.01	7,900.00	1/8 & 1/4	1,464.24		Old contract settled up by present Commissioner.
"	Summit Street	"	2,222	5,988.26	"	"	"		State Aid	202.21	5,786.05	1/8 & 1/4	1,421.51		State Aid road. Results adequate for needs.
Cheshire	Waterbury	Gravel	4,407	4,449.32	1,799.69	250.27	2,399.36	.35	" "		4,449.32	1/4	2,185.09		State Aid road to Waterbury. Result fair.
"	"	Macadam	2,782	4,291.03	1,145.26	159.27	2,986.50	.68	" "		4,291.03	1/4			State Aid road to Waterbury. Result good.
"	Meriden	"	1,137	2,367.90	Cannot	be	divided		Trunk Line	2,367.90					Waterbury-Meriden trunk line. Marked improvement in grades, line and surface.
Chester	Chester Station	"	6,272	19,309.08	"	"	"		State Aid		19,309.08	1/8	2,413.63		State Aid road. Center to R. R. and trunk line. Results good.
Clinton	Beach Park	"	3,750	6,529.00	1,459.27	986.42	4,083.31	.70	" "		6,529.00	1/8	816.13		State Aid Road. Trunk line to shore resorts. Marked improvement in surface and in convenience to shore resorts.
"	"	"	3,014	5,665.74	1,289.80	809.64	3,566.30	.76	" "		5,665.74	1/8	708.22		
Colchester	Norwich	Gravel	18,990	29,832.88	Cannot	be	divided		18,170 feet on trunk line. 820 feet on state aid.	16,147.33	13,685.55	1/8	1,710.69		Hartford & Norwich trunk line. Result good.
"	New London	"	7,650	11,064.85	3,700.60	2,468.25	4,896.00	.36	Trunk Line	3,064.85	8,000.00	1/8	1,000.00		Hartford & New London trunk line. Result good.
"	Main Street	Macadam	1,820	4,432.00	Cannot	be	divided		" "	4,432.00					" " " " " " " "
Colebrook	Winsted	Graded	2,157	6,467.15	"	"	"		" "		6,467.15	1/8	808.39		State Aid road from Colebrook to Winsted. Result good.
"	Norfolk (DeMichiel Contract)	Gravel	5,526	12,227.92	"	"	"		State Aid		12,227.92	1/8	1,528.49		State Aid road from Colebrook to Norfolk. Marked improvement in line and grade. Result good.
"	Norfolk (Mascetti Contract)	"	4,432	8,442.69	3,680.44	2,004.65	2,757.60	.40	" "		8,442.69	1/8	1,055.34		
Cornwall	River	Graded	7,852	12,039.37	Cannot	be	divided		Trunk Line	1,675.62	10,363.75	1/8	1,295.47		Part of Housatonic Valley trunk line. Marked improvement in line and grade.
Coventry	Manchester	Macadam	8,027	18,425.50	"	"	"		" "		18,425.50	1/8	2,303.19		Bolton to Willimantic trunk line. Results fair.
Danbury	Lake Ave.	"	7,100	15,281.50	"	"	"		" "		15,281.50	1/4	3,820.38		Danbury & Mill Plain trunk line. Results good.
Darien	Boston Post	Bit. Macadam	6,219	17,665.40	"	"	"		" "	17,665.40					Old contract settled up by present Commissioner.
"	"	Bit. Concrete	8,703	20,511.66	1,949.94		18,561.72	1.20	" "	5,624.75	14,886.91	1/4	1,406.19		New York-New Haven trunk line. Results good and considerable portion of the work is on concrete foundation.
"	"	"	3,020	12,562.85	1,618.45		10,944.40	1.20	" "		12,562.85	1/4 & 1/3	3,167.01		
"	"	"	2,496	11,546.13	2,500.25		9,045.88	1.20	" "	11,546.13					New York-New Haven trunk line. Results good and considerable portion of the work is on concrete foundation.
Durham	Guilford	Macadam	5,193	8,892.24	Cannot	be	divided		" "		8,892.24	1/8	1,111.53		Old contract settled up by present Commissioner.
"	"	Macadam	4,734	8,378.14	2,529.20	1,255.54	4,593.40	.62	" "		8,378.14	1/8	1,047.27		Part of Guilford-Hartford trunk line. Results good.
Eastford	Phoenixville-Willimantic	Gravel	17,791	26,098.34	14,228.77	5,710.01	6,159.56	.22	" "	22,098.34	4,000.00	1/8	500.00		Willimantic to Putnam trunk line. Closes gap in this trunk line with marked improvement in line and grade.
East Granby	Bloomfield	"	2,700	3,836.25	Cannot	be	divided		State Aid		3,836.25	1/8	479.53		Old contract settled up by present Commissioner.
"	Westfield	"	3,270	4,683.00	"	"	"		" "		4,683.00	1/8	585.38		" " " " " " " "
"	Hartford-Tariffville	Macadam	4,668	28,648.68	"	"	"		Trunk Line	28,648.68					" " " " " " " "
"	Bloomfield	"	5,653	5,411.64	683.60	272.22	4,455.82	.51	State Aid		5,411.64	1/4	676.46		State Aid road. Results good.
"	Granby Station-Tariffville	"	5,591	8,959.23	1,375.20	2,222.75	5,361.28	* .54	Trunk Line		8,959.23	1/8	1,119.90		Part of the Granby-Hartford trunk line. Closes a gap in this road.

Items * include the cost of an application of road oil to the surface of the road.

ROADS COMPLETED BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT FROM FEBRUARY 26, 1913 TO OCTOBER 1, 1914.—Continued.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost Per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation		Refunds by Towns		Special Agreements	Purpose and Results of Construction
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
East Haddam	Haddam	Macadam	510	1,050.94	Cannot	be	divided		Trunk Line		1,050.94	1/8	131.37		Approach to new river bridge. Results good.
"	Colchester	"	4,586	10,305.24	2,377.30	2,686.22	5,241.72	.76	State Aid		10,305.24	1/8	1,288.15		State Aid road to be extended to Colchester. Results good.
East Hartford	Main Street	Bit. Concrete	4,403	9,782.81	390.81		9,392.00	1.20	Trunk Line	9,782.81					Hartford-Springfield trunk line.
"	"	"	6,911	18,297.15	1,066.59		17,230.56	1.20	" "	18,297.15					
"	"	"	3,003	7,720.82	1,411.70		6,309.12	1.20	" "	7,720.82				$1,965.00 refunded by Fire District.	
"	"	"	15,002	35,751.16	3,470.08		32,281.08	1.20	" "	35,751.16				$15,002.50 refunded by Town.	Hartford–New London trunk line. New surface on road formerly built by town. Results good.
"	Burnside Ave.	Concrete	4,494	10,608.48	Cannot	be	divided		" "		10,608.48	1/4	2,652.12		Hartford-Willimantic trunk line. Fills in an uncompleted gap.
"	Main Street	Brick	184	1,853.28			1,853.28	3.33	" "	1,853.28					Hartford-Springfield trunk line. Results good.
East Haven	Main Street	Bit. Macadam	2,106	8,154.77			3,622.32	.97	" "	8,154.77					New Haven-New London trunk line. Results good.
"	Main Street	Concrete	88	707.00	3,576.72	955.73	707.00	1.36	" "	707.00					New Haven-New London trunk line. Results good.
East Lyme	New London	Bit. Macadam	10,034	33,581.56	Cannot	be	divided		" "	33,581.56					New Haven-New London trunk line. Results good.
Easton	Jump Hill	Graded	1,450	2,667.10	"	"	"		" "	2,667.10					Old contract settled up by present Commissioner.
East Windsor	Scantic	"	9,884	9,500.00	"	"	"		State Aid		9,500.00	1/4	2,375.00		Old contract settled up by present Commissioner.
"	Rye Street	Gravel	3,074	3,658.50	1,425.85	80.75	2,151.90	.45	" "		3,658.50	1/4	914.63		State Aid road. Results good.
"	Hartford	Bit. Concrete	5,186	11,748.54	686.10		11,062.44	1.20	Trunk Line	11,748.54					Hartford-Springfield trunk line. Resurfacing old road with permanent pavement. Results good.
"	"	"	3,137	7,108.89	416.61		6,692.28	1.20	" "	7,108.89					
Ellington	Ellington Ave.	Gravel	2,288	2,425.39	Cannot	be	divided		State Aid		2,425.39	1/8&1/4	1,002.00		Old contract settled up by present Commissioner.
"	Somers	"	7,800	16,247.30	"	"	"		Trunk Line		16,247.30	1/8	2,030.91		Rockville-Somers trunk line. Results good.
"	River	Graded	4,552	10,856.75	"	"	"		" "	10,856.75					Willimantic to Stafford trunk line. Marked improvement in line and grade.
Enfield	Thompsonville	Macadam	10,586	24,827.12	"	"	"		" "	15,577.73	9,249.39	1/4	2,312.35		Thompsonville-Somers trunk line. Results good.
Essex	Westbrook	Graded	11,985	11,080.64	"	"	"		State Aid		11,080.64	1/4	2,770.16		Important state aid road connecting shore resorts to Hartford. Results good.
"	Ivoryton	Bit. Macadam	7,566	8,528.67	1,989.39	189.64	6,349.64	.54	" "		8,528.67	1/4	2,132.17		State Aid road connecting two towns. Results good.
Fairfield	Greenfield Hill	Gravel	2,900	7,438.39	Cannot	be	divided		" "		7,438.39	1/4	1,859.60		Old contract settled up by present Commissioner.
"	Rooster River	Bit. Macadam	4,271	12,257.13	"	"	"		" "		12,257.13	1/4	3,064.28		State Aid road to Easton. Results good.
"	Boston Post	Bit. Concrete	6,687	16,556.54	916.57		15,639.97	1.20	Trunk Line	16,556.54					New York-New Haven trunk line. Results good.
Farmington	Unionville	Bit. Macadam	12,721	35,137.22	Cannot	be	divided		" "	26,137.22	9,000.00	1/4	2,250.00		Farmington to Unionville trunk line. Results good.
"	Hartford	"	17,274	38,643.60	1,694.52		36,949.08	1.20	" "	38,643.60					Hartford to Farmington trunk line. Resurfacing old road. Results good.
"	Plainville	Bit. Concrete	4,956	12,272.48	1,497.92		10,774.56	1.20	" "	12,272.48					Farmington-Plainville trunk line. Resurfacing old road. Results good.
Glastonbury	New London	Macadam	4,343	6,324.07	752.80	224.30	5,346.97	*.79	" "	1,320.90	5,003.17	1/4	1,581.02	$1,320.90 refunded by Town.	Hartford-New London turnpike. Results good.
"	Addison	"	4,472	7,176.73	1,435.74	1,721.95	4,019.04	.56	State Aid		7,176.73	1/4	1,794.18		State Aid road to Hebron. Results good.
"	Hartford	Bit. Concrete	5,960	13,681.90	1,526.33	22.19	12,133.38	1.13	Trunk Line	13,681.90				$5,959.50 refunded by Town.	Hartford-New London trunk line. Results fair.
Goshen	West Cornwall	Graded	3,350	3,616.65	Cannot	be	divided		" "		3,616.65	1/8	452.08		Old contract settled up by present Commissioner.
Granby	North Granby	Macadam	8,374	13,970.80	"	"	"		State Aid		13,970.80	1/8	1,746.35		State Aid road from Granby, north. Improvement in grade but surface not good.
Greenwich	Boston Post	"	11,063	26,488.38	"	"	"		Trunk Line	26,488.38					Old contract settled up by present Commissioner.
"	North Street	Bit. Concrete	7,981	26,001.91	"	"	"		State Aid		26,001.91	1/4	6,500.48		State Aid road. Results good.
Griswold	Tad-Pole Pond	Gravel	9,592	11,186.78	"	"	"		Trunk Line	13,422.48	9,000.00	1/4	2,250.00		Norwich-Worcester trunk line. Results good.
"	"	Macadam	5,467	11,235.70	"	"	"		" "						Norwich-Worcester trunk line. Results good.
Groton	Mystic (Arrigoni Contract)	Macadam	7,208	11,226.10	"	"	"		State Aid		11,226.10	1/4&1/5	3,314.48		Old contract settled up by present Commissioner.
"	Mystic (Vito Contract)	"	9,683	19,463.50	6,388.50	5,434.50	7,640.50	*.63	Trunk Line		19,463.50	1/4	4,365.88		New London-Providence trunk line. Marked improvement in line and grade.
Guilford	Boston Post	"	2,875	5,107.44	Cannot	be	divided		" "	882.44	4,225.00	1/4	1,056.50		Part of New Haven-New London trunk line. Results good.
"	"	Bit. Macadam	8,830	26,514.41	"	"	"		" "	8,338.98	19,646.00	1/4	4,911.50		Part of New Haven-New London trunk line. Results good.
"	"	Brick	499	1,470.57	"	"	"		" "						Part of New Haven-New London trunk line. Results good.
Haddam	East Haddam	Macadam	3,047	6,245.32	"	"	"		State Aid		6,245.32	1/4	780.66		Approach to Connecticut River bridge. Results good.
"	Killingworth	"	2,598	11,517.27	"	"	"		" "		11,517.27	1/4	1,439.66		State Aid road from Station to Killingworth. Results good.
Hampton	Chaplin	Graded	1,241	1,888.30	"	"	"		Trunk Line	1,888.30					Willimantic-Providence trunk line. Improvement in line and grade.
Hartford	Blue Hills Ave.	Macadam	1,996	3,527.80	453.96		3,073.84	.77	State Aid		3,527.80	1/4	881.95		State Aid road to connect to Bloomfield. Results good.

Items * include the cost of an application of road oil to the surface of the road.

ROADS COMPLETED BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT FROM FEBRUARY 26, 1913 TO OCTOBER 1, 1914.—Continued.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost Per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation		Refunds by Towns		Special Agreements	Purpose and Results of Construction
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
Hartland	Winsted	Graded	4,981	10,881.56	7,716.21	1,615.71	1,549.64	.20	Trunk Line		10,881.56	1/8	1,360.19		Hartland-Winsted trunk line. Marked improvement in line and grade, and cheap surface.
Hebron	New London	"	1,350	1,842.72	Cannot	be	divided		" "	1,842.72					Hartford-New London trunk line. Change in grade, eliminating very bad drainage condition.
"	Turnerville	Macadam	1,086	2,035.03	"	"	"		State Aid		2,035.03	1/8	254.38		State Aid road. Main road through town being built by force account to decide whether some cheap type of road can be devised for rural roads. So far experiment has been a success.
"	"	"	1,440	3,119.55	"	"	"		" "		3,119.55	1/8	389.94		
Kent	River (DeMichiel Contract)	Gravel	8,285	16,549.69	7,403.10	3,351.49	5,795.10	.45	Trunk Line		16,549.69	1/8	2,068.71		Housatonic River trunk line. Part of development of this road from Canaan to New Milford. Marked improvement in line and grade and results good.
Kent	River (Porcaro Contract)	"	8,200	7,938.49	3,431.16	799.10	3,708.23	.29	" "	3,248.44	4,690.05	1/8	586.26		
Killingly	Attawaugan	Graded	6,780	4,068.00	Cannot	be	divided		900 feet on trunk line. 5,880 feet on state aid.		4,068.00				Old contract settled up by present Commissioner.
"	"	Macadam	2,000	1,500.00	"		1,500.00	.48	900 feet on trunk line. 1,100 feet on state aid.		1,500.00	1/4	1,392.00		Old contract settled up by present Commissioner.
"	"	Gravel	7,560	14,449.40	Cannot	be	divided		Trunk Line	14,449.40					Part of Norwich-Worcester trunk line. Marked improvement in line. Results good.
"	Danielson	Macadam	4,353	8,095.30	"	"	"		" "		8,095.30	1/4	2,023.83		Danielson-Providence trunk line. Results good.
Lebanon	Norwich	Gravel	4,975	7,119.00	"	"	"		State Aid		7,119.00	1/8 & 1/4	923.10		Old contract settled up by present Commissioner.
"	Depot	"	2,800	2,945.50	"	"	"		" "		2,945.50	1/8	368.19		Old contract settled up by present Commissioner.
Lisbon	River	"	26,564	61,278.58	"	"	"		Trunk Line	61,278.58					Norwich-Worcester trunk line. Marked improvement in line and grade. Results good.
Litchfield	"	Graded	500	1,734.11	"	"	"		" "	1,734.11					Old contract settled up by present Commissioner.
"	New Milford	"	12,464	17,783.43	"	"	"		" "	17,783.43					Part of Litchfield-New Milford trunk line. Marked improvement in line and grade. Results good.
"	River	Gravel	6,110	15,275.00	"	"	"		" "	15,275.00					Old contract settled up by present Commissioner.
"	New Milford	Macadam	2,000	3,050.00	"	"	"		" "	3,050.00					Part of Litchfield-New Milford trunk line. Marked improvement in line and grade. Results good.
"	Torrington (DeMichiel Contract)	"	3,521	6,005.26	769.42	1,466.31	3,769.53	.69	State Aid		6,005.26	1/4	1,501.32		State Aid road. Results good.
"	Torrington (Traconi & Benedeto Cont.)	"	4,609	11,697.75	Cannot	be	divided		" "		11,697.75	1/4	2,924.44		Material improvement in grade. Results fair.
"	Goshen	"	13,793	38,115.01	"	"	"		Trunk Line	38,115.01					Ridgefield-Sharon trunk line. Results good.
Manchester	Olcott and West Center	Macadam	7,177	11,583.88	"	"	"		" "		11,583.88	1/4	2,895.97		Old contract settled up by present Commissioner.
Mansfield	Willimantic	Gravel	4,794	8,872.62	"	"	"		State Aid		8,872.62	1/8	1,109.08		State Aid road to Conn. Agricultural College.
"	"	Macadam	3,375	8,127.38	1,402.53	3,148.29	3,576.58	* .60	" "		8,127.38	1/4	1,015.92		State Aid road to Conn. Agricultural College
Marlborough	East Hampton	"	7,852	18,534.43	5,195.65	4,998.36	8,340.42	.68	Trunk Line		18,534.43	1/8 & 1/4	2,116.80		Middletown Willimantic trunk line. Results good.
"	Hartford	"	3,947	12,409.13	3,647.23	3,472.39	5,289.51	.75	" "	4,271.53	8,137.60	1/8	1,017.20		Hartford-New London trunk line. Results good.
Meriden	"	Bit. Concrete	6,148	14,475.04	1,374.76		13,100.28	1.20	" "	14,475.04					Resurfacing old road. Results good.
"	"	"	10,008	25,763.05	Cannot	be	divided		" "	25,763.05					Resurfacing old road. Results good
"	Cheshire	Concrete	6,250	10,230.20	999.18	146.68	9,084.34	.89	State Aid		10,230.20	1/4	2,557.55		South Meriden to Cheshire road. Results good.
Middlebury	Woodbury	Gravel	2,800	5,880.00	Cannot	be	divided		Trunk Line	5,880.00					Waterbury-Danbury trunk line. Material improvement in line and grade.
"	Waterbury	"	4,400	7,347.00	"	"	"		State Aid		7,347.00	1/8	918.38		State Aid roads. Results good.
Middlefield	Durham	Macadam	7,345	18,767.09	"	"	"		" "		18,767.09	1/8	2,345.89		State Aid Road from Middlefield to Middletown. Material improvement in line. Results good.
Middletown	Hartford	Graded	6,475	8,425.05	"	"	"		Trunk Line	8,425.05					Old contract settled up by present Commissioner
"	"	Gravel	2,125	3,985.00	"	"	"		" "	3,985.00					Old contract settled up by present Commissioner.
"	Newfield	Macadam	4,424	8,913.60	"	"	"		State Aid		8,913.60	1/4	2,228.40		Middletown-Cromwell back road. Results good.
"	Hartford	Concrete	5,469	15,922.29	"	"	"		Trunk Line	15,922.29					Middlesex trunk line. Results good.
Milford	New Haven Ave.	Bit. Macadam	3,269	9,117.42	"	"	"		State Aid		9,117.42	1/4	2,279.35		Road from Milford to Savin Rock. Results good.
Monroe	Bridgeport	Graded	7,650	10,500.00	"	"	"		Trunk Line	10,500.00					Old contract settled up by present Commissioner.
"	"	Gravel	12,086	22,200.43	"	"	"		State Aid		22,200.43	1/8	2,775.05		State Aid road connecting Monroe to Bridgeport. Results good.
Morris	West Morris	Graded	2,750	5,100.00	"	"	"		" "		5,100.00	1/8	637.50		State Aid road. Material improvement in grade.
"	Bantam Lake	Macadam	6,435	10,132.23	"	"	"		" "		10,132.23	1/8	1,266.53		State Aid road along Bantam Lake. Results good
Naugatuck	New Haven	Gravel	7,350	8,673.19	2,706.04	1,907.15	4,060.00	.35	Trunk Line		8,673.19	1/4	2,168.30		Part of Waterbury-New Haven trunk line. Results good.

Items * include the cost of an application of road oil to the surface of the road.

ROADS COMPLETED BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT FROM FEBRUARY 26, 1913 TO OCTOBER 1, 1914.—Continued.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost Per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation		Refunds by Towns		Special Agreements	Purpose and Results of Construction
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
New Britain	West Main Street	Bit. Concrete	3,656	12,140.23	Cannot	be	divided		Trunk Line		12,140.23	¼	3,035.06		Part of New Britain-Bristol trunk line. Results good.
New Canaan	Smith Ridge	Bit. Macadam	7,000	27,075.70	"	"	"		State Aid		27,075.70	¼	6,768.92		State Aid road. Results good.
New Fairfield	Neversink Pond	Gravel	5,900	10,096.62	6,600.14	467.74	3,028.74	.33	" "		10,096.62	⅛	1,262.08		State Aid road. Results good.
"	Ball's Pond	"	6,150	10,635.64	3,661.19	3,143.25	3,831.20	.40	" "		10,635.64	⅛	1,329.46		State Aid road. Results good.
New Haven	State Street	Macadam	5,440	5,636.97	Cannot	be	divided		3,061 feet on trunk line. 2,379 feet on state aid.		5,636.97	¼ & ½	1,671.02		Old contract settled up by present Commissioner.
"	Whaley Ave.	Bit. Macadam	6,747	23,382.05	"	"	"		Trunk Line		23,382.05	¼	5,845.52		Old contract settled up by present Commissioner.
"	State Street	Bit. Concrete	2,402	9,013.38	"	"	"		" "	19.10	8,994.28	¼	2,248.57		Old macadam road replaced by sheet asphalt pavement. Results good.
"	Dixwell Ave.	"	3,061	9,551.57	"	"	"		" "	9,551.57					Old macadam road replaced by sheet asphalt pavement. Results good.
Newington	Maple Ave.	Macadam	4,123	10,218.70	"	"	"		State Aid		10,218.70	⅛ & ¼	2,061.42		Old contract settled up by present Commissioner.
New Milford	Litchfield (B. D. Pierce Contract)	"	1,000	3,696.61	"	"	"		Trunk Line	3,696.61					Part of New London-Litchfield trunk line. Material improvement in line and grade. Surface fair.
"	" " " " "	"	5,425	12,445.78	"	"	"		" "	12,445.78					
"	" " " " "	"	6,300	13,231.78	"	"	"		" "	831.78	12,400.00	¼	3,100.00		
"	" " (Torrington Const. Contract)	"	3,595	9,382.95	"	"	"		" "	9,382.95					
"	" " " " "	"	6,750	10,395.00	"	"	"		" "	3,295.17	7,099.83	¼	1,769.96		Part of New London-Litchfield trunk line. Material improvement in line and grade. Surface fair.
Newtown	Bridgeport	Gravel	28,100	64,000.00	"	"	"		" "	53,728.00	10,272.00	¼ & ½	2,768.00		Old contract settled up by present Commissioner.
Norfolk	Torrington	Graded	4,706	8,271.87	"	"	"		State Aid		8,271.87	¼	2,067.97		State Aid road. Results fair.
"	Winsted	Macadam	9,875	32,840.45	"	"	"		Trunk Line	32,840.45					Part of Hartford-Canaan trunk line. Results good.
"	Canaan	Stone Surface	12,155	12,108.84	"	"	"		" "	12,108.84					Old contract settled up by present Commissioner.
"	Winsted	Macadam	4,211	12,427.76	"	"	"		" "	12,427.76					Part of Hartford-Canaan-trunk line. Results fair.
North Branford	Fair Haven	"	4,283	7,587.50	"	"	"		State Aid		7,587.50	⅛	948.44		State Aid road. Results good.
North Haven	Quinnipiac Ave.	"	505	972.65	"	"	"		Trunk Line		972.65	¼	243.16		Old contract settled up by present Commissioner.
"	Clintonville	"	2,208	4,228.00	"	"	"		State Aid		4,228.00	¼	1,057.00		State Aid road. Results good.
"	"	"	2,380	3,645.30	"	"	"		" "		3,645.30	¼	911.33		State Aid Road. Results good.
No. Stonington	Pendleton Hill (Pierson Contract)	Gravel	5,274	8,227.45	"	"	"		" "		8,227.45	⅛	1,028.43		State Aid road. Material improvement in line and grade. Results good.
"	Pendleton Hill (McKnight Contract)	"	9,043	9,264.73	"	"	"		" "		9,264.73	⅛ & ¼	1,176.40		Old contract settled up by present Commissioner.
"	Pendleton Hill (Ahern Contract)	"	5,509	8,206.19	3,066.90	1,882.61	3,256.68	.38	" "		8,206.19	⅛	1,025.77		State Aid road. Material improvement in line and grade. Results good.
Norwalk	Peat Swamp	Bit. Macadam	6,429	29,931.06	Cannot	be	divided		Trunk Line	29,931.06					New York-New Haven trunk line. Results good.
"	Boston Post	Bit. Concrete	10,965	26,260.47	2,873.07		23,387.40	1.20	" "	26,260.47					Resurfacing old road. Results good.
Norwich	Baltic	Gravel	6,210	6,383.39	Cannot	be	divided		State Aid		6,383.39	¼	3,417.99		State Aid road. Results good.
"	"	Macadam	2,847	7,288.58	"	"	"		" "		7,288.58				State Aid road. Results good.
"	Jewett City	"	1,080	1,965.52	545.53	244.07	1,175.92	.61	Trunk Line		1,965.52	¼	491.38		Part of Norwich-Worcester trunk line. Results good.
Old Lyme	Neck	"	5,535	11,154.55	Cannot	be	divided		2,500 feet on trunk line. 3,035 feet on state aid.		11,154.55	⅛	1,394.32		Part of trunk line on east side of Connecticut River. Material improvement in line and grade. Results good.
Old Saybrook	Essex Ferry	Gravel	7,385	8,038.39	3,455.36	697.45	3,885.58	.34	State Aid		8,038.39	⅛	1,004.80		State Aid road. Short cut between trunk lines. Results good.
"	Boston Post	Macadam	9,960	13,744.80	Cannot	be	divided		Trunk Line	13,744.80					Old contract settled up by present Commissioner.
Orange	Forest Street	Macadam	7,153	12,018.49	3,392.05	908.42	7,718.02	.69	State Aid		12,018.49	¼	3,004.62		State Aid road. Results fair.
"	New Haven	Bit. Macadam	3,140	8,708.44	Cannot	be	divided		Trunk Line	8,708.44					Old contract settled up by present Commissioner.
"	Milford	Concrete	22,666	68,271.28	5,682.81	5,780.00	56,808.47	1.25	" "	68,271.28					New York-New Haven trunk line Resurfacing old road with concrete. Results excellent.
Oxford	Oxford (D'Aloia Contract)	Gravel	996	1,235.04	Cannot	be	divided		State Aid		1,235.04	⅛	154.38		State Aid road. Results fair.
"	" " "	"	4,843	6,323.02	"	"	"		" "		6,323.02	⅛	790.38		State Aid road. Results fair.
"	" " "	"	7,345	10,842.58	"	"	"		" "		10,842.58	⅛	1,355.32		State Aid road. Results fair.
"	" (Longhi Contract)	"	5,850	8,599.36	"	"	"		" "		8,599.36	⅛	1,074.92		State Aid road. Results good.

ROADS COMPLETED BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT FROM FEBRUARY 26, 1913 TO OCTOBER 1, 1914.—Continued.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost Per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation		Refunds by Towns		Special Agreements	Purpose and Results of Construction
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
Plainfield	Jewett City (Vito Contract)	Gravel	5,837	8,183.75	Cannot	be	divided		Trunk Line	728.45	7,455.30	¼	1,863.83	Cost includes 710 feet which is in Canterbury.	Norwich-Worcester trunk line. Material improvement in line and grade. Surface fair.
"	" " (Porcaro Contract)	"	1,230	3,002.92	1,397.50	1,028.52	576.90	.30	" "	3,002.92					Norwich-Worcester trunk line. Results good.
Pomfret	Eastford	Macadam	12,875	32,723.07	Cannot	be	divided		" "	32,723.07					Putnam-Willimantic trunk line. Material improvement in line and grade. Results good.
Portland	East Hampton	"	550	1,803.66	897.84	172.50	733.32	.75	" "		1,803.66	¼	450.91		Middletown-Willimantic trunk line. Material improvement in line and grade. Results good.
"	" "	"	2,493	6,557.07	3,013.20	155.90	3,387.97	.77	" "	6,557.07					Middletown-Willimantic trunk line. Material improvement in line and grade. Results good.
"	" "	"	3,722	8,224.28	2,164.90	1,096.71	4,962.67	.75	" "		8,224.28	¼	2,056.07		Middletown-Willimantic trunk line. Material improvement in line and grade. Results good.
"	" "	"	5,647	11,450.52	3,411.60	334.60	7,704.32	.77	" "		11,450.52	¼	2,862.63		Middletown-Willimantic trunk line. Material improvement in line and grade. Results good
"	Main Street	Bit. Concrete	12,547	29,037.28	Cannot	be	divided		" "	29,037.28					Old contract settled up by present Commissioner.
Preston	Norwich	Macadam	5,202	16,960.10	"	"	"		" "	7,960.10	9,000.00	⅛	1,125.00		Norwich-Westerly trunk line. Notable improvement in line and grade. Results good.
Prospect	Union City	Graded	3,760	5,173.40	"	"	"		State Aid		5,173.40	⅛	646.67		State Aid road. Results fair.
Putnam	Providence (Rossi Contract)	Macadam	1,755	3,785.00	"	"	"		Trunk Line	2,135.00	1,650.00	¼	412.50		Old contract settled up by present Commissioner
"	Pomfret	"	3,977	13,909.00	"	"	"		" "	5,472.20	8,436.80	¼	2,109.20		Old contract settled up by present Commissioner.
"	Providence (Perini Contract)	"	16,992	41,933.60	"	"	"		" "	41,933.60				$2,500.00 refunded by town.	Providence-Putnam trunk line. Marked improvement in line and grade. Results good.
Redding	Redding Ridge	Graded	2,700	2,631.25	"	"	"		State Aid		2,631.25	⅛&¼	332.81		Old contract settled up by present Commissioner.
"	Lone Town	Macadam	5,590	12,983.55	"	"	"		Trunk Line		12,983.55	¼	3,245.89		Danbury-Bridgeport trunk line. Results good.
Ridgefield	Danbury (Jencks & Geopler Contract)	Gravel	3,680	4,643.90	"	"	"		" "	4,131.90	512.00	¼	128.00		Old contract settled up by present Commissioner
"	Danbury (Osborn Contract)	"	9,130	15,158.50	"	"	"		" "	15,158.50					Danbury-Norwalk trunk line. Material improvement in line and grade Results good.
"	Main Street	Macadam	1,200	3,530.25	"	"	"		" "	300.25	3,230.00	¼	807.50		Old contract settled up by present Commissioner.
"	South Salem	Bit. Macadam	5,794	19,142.56	"	"	"		State Aid		19,142.56	¼	4,750.00		Part of Ridgefield-New York State road. Material improvement in line and grade. Results good.
Rocky Hill	Berlin	Macadam	8,438	17,262.57	4,615.13	2,267.84	10,379.60	**.78	" "		17,262.57	⅛	2,157.82		State Aid road. Results good.
Roxbury	Bridgewater	Graded	5,726	10,450.72	Cannot	be	divided		Trunk Line	10,450.72					Material improvement in line and grade Results good.
"	Washington Green	"	11,573	19,000.00	"	"	"		State Aid		19,000.00	⅛	2,375.00		Old contract settled up by present Commissioner
Salisbury	Canaan	"	5,985	27,567.99	17,807.20	8,334.29	1,396.50	.15	Trunk Line	27,567.99					Smith Hill. Remarkable improvement in line and grade Results excellent.
"	Millerton	Bit. Macadam	4,290	13,985.50	2,526.65	4,452.20	7,006.65	1.05	State Aid		13,985.50	⅛	1,748.19		State Aid road. Results good.
Saybrook	Killingworth	"	5,800	20,545.34	Cannot	be	divided		" "		20,545.34	⅛	2,568.17		State Aid road. Results good.
Scotland	Willimantic	Gravel	1,891	1,876.60	"	"	"		" "		1,876.60	⅛	803.21		Experiment by State in doing force account work to see if some cheap form of rural road may be developed. Results good.
"	"	Macadam	4,584	4,549.06	"	"	"		" "		4,549.06				
Seymour	South Main Street	Gravel	9,599	7,679.20	"	"	"		" "		7,679.20	¼	1,919.80		State Aid road. Results fair.
"	Main and Bank Street	Bit. Concrete	2,916	7,286.78	"	"	"		2,076 feet on trunk line. 840 feet on state aid.		7,286.78	¼	1,821.70		Resurfacing old road with permanent pavement. Results good.
"	Broad Street	Concrete	632	1,513.99	"	"	"		Trunk Line		1,513.99	¼	378.50		Naugatuck Valley trunk line.
"	Day Street	"	1,200	2,794.29	"	"	"		" "		2,794.29	¼	698.57		Naugatuck Valley trunk line.
"	Bank Street	"	3,045	7,057.01	"	"	"		State Aid		7,057.01	¼	1,764.25		Naugatuck Valley trunk line.
"	Main Street	Brick	125	662.50	"	"	"		Trunk Line		662.50	¼	165.62		Naugatuck Valley trunk line.
Sharon	Amenia	Gravel	1,840	3,273.80	"	"	"		" "		3,273.80	¼	818.45		Sharon-New York State trunk line. Marked improvement in drainage. Results good.
Sherman	Merwinsville	Graded	150	591.72	"	"	"		State Aid		591.72	⅛	73.96		State Aid road. Results good.
Simsbury	Granby	Macadam	3,094	5,670.87	"	"	"		Trunk Line		5,670.87	¼	1,417.72		Granby-Simsbury trunk line. Marked improvement in line and grade. Results good.
"	"	Spec. Macadam	1,837	5,674.28	"	"	"		" "	2,315.11	3,359.17	¼	839.79		
Somers	Ellington	Bit. Macadam	6,086	12,617.22	"	"	"		" "		12,617.22	⅛	1,577.15		Somers-Rockville trunk line. Marked improvement in line and grade. Results good.
"	"	"	6,655	11,861.03	2,549.19	1,121.79	8,190.05	.78	" "		11,861.03	⅛	1,482.63		Somers-Rockville trunk line. Marked improvement in line and grade. Results good.
Southbury	Newtown (Beard Contract)	Gravel	5,877	14,761.50	Cannot	be	divided		" "	5,611.50	9,150.00	⅛	1,143.75		Old contract settled up by present Commissioner.
"	" (DeMichiel Contract)	"	6,925	7,839.25	"	"	"		" "		7,839.25	⅛	979.91		Danbury-Waterbury trunk line. Marked improvement in line and grade. Results good.
Southington	Waterbury (Knapp Contract)	Graded	5,885	18,899.70	"	"	"		" "	8,899.70	10,000.00	¼	2,500.00		Old contract settled up by present Commissioner.

**Payment of $142.56 withheld because of law suit.

ROADS COMPLETED BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT FROM FEBRUARY 26, 1913 TO OCTOBER 1, 1914.—Continued.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost Per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation		Refunds by Towns		Special Agreements	Purpose and Results of Construction
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
Southington	Waterbury (Sternberg Contract)	Graded	7,904	6,600.00	Cannot	be	divided		Trunk Line	6,600.00					Part of the Waterbury-Meriden trunk line. Marked improvement in line and grade. Closes up a gap in this trunk line, making a complete road from Waterbury to Meriden. Results good.
"	" (Callindrillo Contract)	Stone Surface	5,885	3,531.00			3,531.00		" "	3,531.00					
"	" (Sternberg Contract)	"	7,412	4,194.67	Cannot	be	divided		" "	4,194.67					
"	Meriden	Macadam	9,157	24,197.34	"	"	"		" "	24,197.34					Part of Waterbury-Meriden trunk line. Material improvement in grade.
South Windsor	Ellington	"	6,062	10,716.10	"	"	"		State Aid		10,716.10	¼	2,679.02		State Aid road to serve tobacco country. Results good.
"	Hartford	"	13,890	22,745.80	"	"	"		Trunk Line	14,873.80	7,872.00	¼	1,968.00		Old contract settled up by present Commissioner.
"	"	Bit. Concrete	26,856	64,524.49	7,068.37		57,456.12	1.20	" "	64,524.49					Hartford-Springfield trunk line. Resurfacing old contract. Results good.
Sprague	Hanover	Macadam	6,947	11,122.92	1,209.83	895.27	9,017.82	.83	State Aid		11,122.92	⅓&¼	2,304.85		State Aid road to serve manufacturing village. Results good.
Stafford	River	Graded	4,663	7,944.65	Cannot	be	divided		Trunk Line	7,944.65					Part of Willimantic-Stafford trunk line. Material improvement in line and grade. Results good.
"	Somers	Bit. Macadam	3,023	8,735.08	"	"	"		" "		8,735.08	¼	2,183.77		Main road through village of Stafford Springs. Results good.
Stamford	North Stamford Ave.	Gravel	5,895	8,263.13	2,814.55	1,272.85	4,175.73	.39	State Aid		8,263.13	¼	2,065.78		State Aid road. Results good.
"	Bedford	Macadam	1,722	7,150.68	Cannot	be	divided		" "		7,150.68	¼	1,787.67		State Aid road. Results good.
"	Boston Post	Bit. Concrete	1,481	4,904.04	1,031.16		3,872.88	1.20	Trunk Line	4,904.04					New York-New Haven trunk line. Resurfacing old road. Results good.
Sterling	Providence	Gravel	21,520	22,577.20	Cannot	be	divided		12,078 feet on trunk line. 9,442 feet on state aid.	7,099.40	15,477.80	⅛	1,934.73		Old contract settled up by present Commissioner.
Stonington	New London	Macadam	11,097	27,748.59	"	"	"		Trunk Line	15,679.09	12,069.50	¼	3,017.38		Part of New London-Providence trunk line. Radical change in line and grade. Results excellent.
Stratford	Boston Post	Bit. Concrete	6,865	21,645.15	6,422.43		15,222.72	1.20	" "	21,645.15					Resurfacing old road. Results good.
"	Main Street	"	4,596	16,717.59	Cannot	be	divided		" "						Housatonic River trunk line, through Stratford. Results good.
"	"	Brick	94	550.00	"	"	"		" "	9,087.31	8,180.28	¼	2,045.07		Housatonic River trunk line, through Stratford. Results good.
Suffield	Boston Neck (Bridge Contract)	Bit. Macadam	2,458	5,761.63	614.30	1,658.30	3,489.03	.91	State Aid		5,761.63	¼	1,440.41		Completes the gap from Hartford to Suffield. Results good.
"	" (Olmsted Contract)	Bit. Macadam	4,846	11,334.19	Cannot	be	divided		"		11,334.19	¼	2,833.55		
Thomaston	Torrington	Gravel	7,755	21,408.72	"	"	"		Trunk Line	2,408.72	19,000.00	¼	4,750.00		Naugatuck Valley trunk line. Marked improvement in line and grade. Results fair.
"	Waterbury (McManus Contract)	Macadam	6,230	26,851.25	"	"	"		" "	18,979.25	7,872.00	¼	1,968.00		Old contract settled up by present Commissioner.
"	" (Torrington Const. Contract)	"	18,121	16,428.46	"	"	"		" "	16,428.46					Naugatuck Valley trunk line. Consisted mainly in improvement of sight lines. Results good.
Thompson	North Grosvernordale	Bit. Macadam	16,693	61,641.63	"	"	"		" "	42,641.63	19,000.00	¼	4,750.00		Norwich-Worcester trunk line. Completion of unfinished portion. Results good.
Tolland	River	Graded	882	1,684.60	"	"	"		" "	1,684.60					Part of Willimantic-Stafford trunk line. Material improvement in line and grade. Results good.
"	Main Street	"	3,651	9,278.75	"	"	"		" "	9,278.75					Part of Hartford-Providence trunk line. Marked improvement in line and grade.
Torrington	Winsted	Gravel	2,110	9,632.17	"	"	"		" "	9,632.17					Naugatuck Valley trunk line. Marked improvement in line and grade. Results good.
"	New Hartford	Macadam	2,950	5,194.43	1,265.17	1,523.21	2,406.05	.52	State Aid		5,194.43	¼	1,298.61		State Aid road. Results good.
"	"	"	5,815	10,356.64	1,969.78	3,158.16	5,228.70	.58	" "		10,356.64	¼	2,589.16		State Aid road. Results good.
Trumbull	Wells Hollow	"	5,186	13,023.42	Cannot	be	divided		" "		13,023.42	¼	3,255.85		State Aid road from Bridgeport to Shelton. Results good.
Voluntown	Exeter	Gravel	2,434	1,218.68	"	"	"		" "		1,218.68	⅛	152.33		State Aid road to serve outlying sections. Results good.
"	Pendleton Hill	"	3,816	1,602.39	"	"	"		" "		1,602.39	⅛	200.30		State Aid road to serve outlying sections. Results good.
"	"	"	6,423	7,927.58	3,236.33	754.73	3,936.52	.40	" "		7,927.58	⅛	990.95		State Aid road to serve outlying sections. Results good.
Wallingford	New Haven	Bit. Macadam	4,519	23,908.78	Cannot	be	divided		Trunk Line	23,908.78					Old contract settled up by present Commissioner.
"	"	Bit. Concrete	16,757	38,857.49	2,593.37		36,264.12	1.20	" "	38,857.49					Old contract settled up by present Commissioner.
"	"	Concrete	6,658	22,959.50	Cannot	be	divided		" "	3,959.50	19,000.00	¼	4,750.00		Old contract settled up by present Commissioner.
Warren	New Preston	Graded	8,350	10,990.01	"	"	"		State Aid	76.97	10,913.04	⅓&¼	1,446.03		State Aid road to serve Town of Warren. Results good.
Washington	Bee Brook	Macadam	9,635	20,224.44	4,623.01	7,875.18	7,726.25	.52	" "		20,224.44	¼	5,056.11		State Aid outlet from Washington to trunk line. Results good.
"	New Milford	"	14,675	40,037.73	Cannot	be	divided		Trunk Line	40,037.73					Part of New Milford-Litchfield trunk line. Results good.
Waterbury	Cheshire	Graded	4,985	8,994.53	"	"	"		State Aid		8,994.53	¼	2,248.63		Part of State Aid road connecting Waterbury and Cheshire. Results poor.
"	Meriden	Stone Surface	13,212	7,927.20	"	"	"		Trunk Line	7,927.20					Part of Waterbury-Meriden trunk line. Resurfacing old road. Results good.

ROADS COMPLETED BY THE CONNECTICUT STATE HIGHWAY DEPARTMENT FROM FEBRUARY 26, 1913 TO OCTOBER 1, 1914.—Continued.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost Per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation		Refunds by Towns		Special Agreements	Purpose and Results of Construction
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
Waterford	Hartford	Graded	1,300	1,140.19	Cannot	be	divided		Trunk Line	1,140.19					Part of New London-Hartford trunk line. A short improvement in connection with New London Water Works. Results good.
"	Niantic	Macadam	5,447	18,687.65	10,557.28	2,365.94	5,764.43	* .68	State Aid		18,687.65	1/8&1/4	4,524.66		Material improvement in line and grade. Results good.
"	New London	Bit. Macadam	9,644	34,143.41	Cannot	be	divided		Trunk Line	34,143.41					New Haven-New London trunk line. Marked improvement in line and grade. Results good.
Westbrook	Centerbrook	Graded	10,400	9,596.45	"	"	"		State Aid		9,596.45	1/8&1/4	1,203.73		State Aid road, connecting shore towns to Middlesex trunk line. Results good.
West Hartford	Main Street	Macadam	1,750	1,333.33	"	"	"		" "		1,333.33	1/4	333.33		State Aid road. Marked improvement in line.
"	Albany	"	9,885	45,085.28	"	"	"		Trunk Line	45,085.28					Old contract settled up by present Commissioner.
"	Farmington	Bit. Macadam	2,183	7,656.88	"	"	"		" "	615.00	7,041.88	1/4	1,760.47		Old contract settled up by present Commissioner.
"	Park Street	Bit. Concrete	1,119	2,698.60	"	"	"		State Aid		2,698.60	1/4	674.65		State Aid road. Results good.
"	Albany	"	14,081	37,326.89	"	"	"		Trunk Line	37,326.89				$13,930 refunded by town.	Old Town and State road resurfaced by State and Town. Part of Hartford-Canaan trunk line.
"	Park Street	Concrete	6,418	16,252.78	"	"	"		State Aid		16,252.78	1/4	4,063.19		State Aid road. Results good.
Westport	Riverside Ave.	Macadam	8,527	17,054.00	"	"	"		" "	1,090.96	15,963.04	1/4	3,990.76		Old contract settled up by present Commissioner.
"	Boston Post	Bit. Macadam	23,952	56,888.34	5,660.00		51,228.34	1.20	Trunk Line	56,888.34					New York-New Haven trunk line. Resurfacing old road. Results good.
Wethersfield	Wolcott Hill	Macadam	11,147	16,735.50	Cannot	be	divided		State Aid		16,735.50	1/4	4,183.87		Back road—Hartford to Middletown. Results good.
"	Hartford (Pierson Contract)	Bit. Macadam	4,130	3,543.93	"	"	"		Trunk Line	3,543.93					Old contract settled up by present Commissioner.
"	" (Lane Contract)	"	13,128	14,226.27	"	"	"		" "	14,226.27				$11,095.45 refunded by town.	Old Town road resurfaced by Town and State. Results good.
Willington	River	Graded	12,970	23,579.35	"	"	"		" "	23,579.35					Part of Willimantic-Stafford trunk line. Material improvement in line and grade. Results good.
Wilton	Norwalk	Gravel	8,482	12,044.44	"	"	"		State Aid		12,044.44	1/8	1,505.56		Main road Norwalk to Litchfield. Results poor.
Winchester	Colebrook River	Macadam	3,250	5,757.50	"	"	"		Trunk Line		5,757.50	1/4	1,439.38		Trunk line, Winsted to Pittsfield. Results fair.
"	Torrington	"	12,347	27,308.67	"	"	"		" "	27,308.67					Naugatuck Valley trunk line. Results good.
Windham	Brick Top	Gravel	9,490	17,600.10	"	"	"		" "	8,600.10	9,000.00	1/4	2,250.00		Willimantic to Brooklyn trunk line. Results good.
"	Columbia Ave.	Concrete	3,401	9,961.08	3,135.71	2,490.93	4,334.44	.72	" "	9,961.08					Hartford-Willimantic trunk line. Marked improvement in line. Results good.
Windsor	Hartford	Macadam	5,035	13,188.70	Cannot	be	divided		" "	4,188.70	9,000.00	1/4	2,250.00		Hartford-Springfield trunk line (west side). Results good.
"	"	Bit. Concrete	4,473	9,621.33	"	"	"		" "	9,621.33				$10,000.00 refunded by town. $7,495.00 to be refunded.	Hartford-Springfield trunk line (west side). Resurfacing old town and state road by town and state. Results good.
"	"	Concrete	15,485	50,494.96	"	"	"		" "	50,494.96					
"	"	Brick	705	3,115.48	"	"	"		" "	3,115.48					
Windsor Locks	"	Bit. Macadam	3,292	14,453.25	"	"	"		" "		14,453.25	1/4	3,613.31		Hartford-Springfield trunk line (west side). Results good.
Woodbridge	Derby	Graded	9,440	14,072.50	"	"	"		State Aid		14,072.50	1/8	1,759.06		State Aid road. Improvement in line and grade. Results fair.
"	Seymour Stage	Macadam	6,000	11,510.97	"	"	"		Trunk Line	11,510.97					New Haven-Waterbury trunk line. Marked improvement in line and grade. Results good.
Woodbury	Bethlehem	Graded	2,713	6,569.20	"	"	"		" "	6,569.20					Old contract settled up by present Commissioner.
"	Southbury	"	1,750	1,600.00	"	"	"		State Aid		1,600.00	1/8	200.00		Part of Waterbury-Danbury trunk line. Closes a bad gap in this road Results good.
"	Waterbury	Gravel	7,079	21,369.10	12,663.02	3,672.08	5,034.00	.40	Trunk Line	13,969.10	7,400.00	1/8	925.00		
Woodstock	South Woodstock	Macadam	13,549	30,951.19	Cannot	be	divided		" "	15,673.91	15,277.28	1/8	1,909.66		Part of the Putnam-Southbridge trunk line. Results good.

Items * include the cost of an application of road oil to the surface of the road.

ROADS COMPLETED BY THE STATE HIGHWAY DEPARTMENT BEFORE OCTOBER 1, 1914

And Paid for Under State Aid or Trunk Line Appropriation Since That Date.

Town	Name of Road	Type	Length Feet	Cost	Division of Cost of Improvement			Cost Per S. Y. Surf.	Trunk Line or State Aid Road	Appropriation		Refunds by Towns		Special Agreements	Purpose and Results of Construction
					Grading	Drainage	Surface			Trunk Line	State Aid	Prop.	Amounts		
Avon	Farmington	Macadam	5,580	$ 9,107.07	Cannot	be divided	$ 4,166.40	$ .48	Trunk Line		$9,107.07	⅛	$1,138.38		Connection from Farmington to the Hartford-Canaan trunk line. Results good.
"	Hartford	"	8,778	14,998.39	$2,501.01	$1,885.77	10,611.61	* .68	" "	$14,998.39					Part of Hartford-Canaan trunk line. Material improvement in line and grade. Results good.
Bethel	Danbury	"	8,470	15,587.49	4,435.58	2,495.13	8,656.78	* .58	" "	15,587.49					Part of the Waterbury-Danbury trunk line. Material improvement in line and grade. Practically completes the road from Waterbury to Danbury.
Canton	Hartford (Suzio Contract)	"	1,364	2,732.77	947.13	35.40	1,750.24	* .68	" "	2,732.77					Part of Hartford-Canaan trunk line. Material improvement in line and grade. Results good.
"	" (Cadwell Contract)	"	10,522	22,327.11	5,388.57	5,457.27	11,481.27	* .61	" "	14,327.11	8,000.00	¼	2,000.00		Part of Hartford-Canaan trunk line. Material improvement in line and grade. Results good.
Danbury	Newtown	"	7,440	16,428.79	3,809.68	4,983.20	7,635.91	* .58	" "	16,428.79					Part of Waterbury-Danbury trunk line. Material improvement in line and grade. Results good.
East Hartford	Brewer St.	"	6,092	8,625.61	1,242.43	89.16	7,294.02	* .77	State Aid		8,625.61	¼	2,156.40		State Aid road. Feeder to Hartford-New London trunk line. Serves tobacco country. Results good.
Easton	Sport Hill	Bit. Macadam	10,000	17,398.31	2,570.78	2,840.95	11,986.58	.77	" "		17,398.31	⅛	2,174.79		State Aid road. Resurfaced old town road out of state aid funds. Results good.
Ellington	Somers	Gravel	12,013	14,757.82	5,023.40	3,380.90	6,353.52	.34	Trunk Line	3,413.29	11,344.53	⅛ & ¼	2,397.57		Part of Rockville-Somers trunk line Results fair.
Franklin	Norwich	Gravel	8,451	11,986.48	5,087.44	2,035.02	4,864.02	.37	State Aid		11,986.48	⅛	1,498.31		Road from Franklin to Norwich. Feeder to trunk line. Results fair.
Groton	Mystic	Macadam	3,623	10,176.15	4,622.21	1,572.75	3,981.19	* .62	Trunk Line		10,176.15	¼	2,544.04		Part of New London-Providence trunk line. Results good.
Hamden	Whitney Ave.	Concrete	3,226	10,739.37	Cannot	be	divided	.95 (Plain) 1.03 (Reinf.)	" "		10,739.37	¼	2,684.84		Part of New Haven-Cheshire trunk line. Results good.
Hartford	Albany	Bit. Concrete	3,553	9,105.69	"	"	"		" "		9,105.69	¼	2,276.42		Part of Hartford-Canaan trunk line. Old road resurfaced out of State Aid funds. Results good.
"	Bloomfield	Concrete	2,235	6,067.66	"	"	"		" "		6,067.66	¼	1,516.92		Part of Hartford-Simsbury trunk line. Old road resurfaced out of State Aid funds. Results good.
"	Albany	Brick	450	2,091.68	"	"	"		" "		2,091.68	¼	522.92		Part of Hartford-Canaan trunk line. Old road resurfaced out of State Aid funds. Results good.
Milford	New Haven	Concrete	5,942	14,024.20	1,243.68	1,375.37	11,405.15	1.23	State Aid		14,024.20	¼	3,506.05		State Aid road to Savin Rock from Milford. Results good.
Naugatuck	New Haven	Gravel	4,400	6,156.45	1,416.45	2,344.25	2,395.75	.35	Trunk Line		6,156.45	¼	1,539.11		Part of New Haven-Waterbury trunk line. Results good.
New London	Broad Street	Bit. Macadam	463	1,009.98	Cannot	be	divided		" "		1,009.98	¼	252.58		State Aid road. Results good.
"	Jefferson Avenue	"	2,261	4,921.13	"	"	"		State Aid		4,921.13	¼	1,230.38		State Aid road. Results good.
"	Williams Street	Concrete	4,880	12,574.73	"	"	"		Trunk Line		12,574.73	¼	3,143.68		Norwich-New London trunk line, resurfaced out of State Aid funds. Results good.
Newtown	Danbury (O'Brien Contract)	Macadam	9,283	19,121.39	6,339.74	5,074.65	7,707.00	.47	" "		19,121.39	¼	4,780.35		Part of Waterbury-Danbury trunk line. Material improvement in line and grade.
"	" (Mascetti Contract)	"	10,151	22,657.19	5,529.20	6,732.78	10,395.21	* .58	" "	22,657.19					Part of Waterbury-Danbury trunk line. Material improvement in line and grade.
Pomfret	Abington	Bit. Macadam	11,183	25,271.15	6,529.56	3,913.34	14,828.25	.85	3,900 ft. on Trunk Line 7,283 ft. on State Aid		25,271.15	¼	6,317.79		Back road from Pomfret to Willimantic. State Aid road. Results good.
Redding	Georgetown	Gravel	5,750	7,871.70	1,953.00	2,341.10	3,577.60	.40	State Aid		7,871.70	¼	1,967.93		Road from Georgetown to Bethel. Results fair.
Salem	Colchester	"	4,640	8,000.00	4,306.43	1,713.72	1,979.85	.24	Trunk Line		8,000.00	⅛	1,000.00		New London-Hartford trunk line. Results good.
Salisbury	Canaan	Graded	4,040	3,545.78	1,721.96	1,181.82	642.00	.10	" "	3,545.78					Part of Canaan-Lakeville trunk line. Material improvement in grade and drainage.
"	Lakeville	Concrete	400	1,816.29	263.51	667.85	884.93	1.24	" "	816.29	1,000.00	¼	250.00		Resurfaced old road to take care of bad drainage conditions.
Simsbury	Hartford	Macadam	1,332	1,800.78	158.25	44.40	1,598.13	* .68	" "	1,800.78					Part of Hartford-Canaan trunk line. Material improvement in line and grade. Results good.
Waterford	Broad Street	Bit. Macadam	91	315.28	Cannot	be	divided		" "	315.28					Hartford-New London trunk line. Results good.
Watertown	Woodbury	Gravel	3,460	6,632.89	1,473.91	2,431.25	2,727.73	.47	State Aid		6,632.89	¼	1,658.22		Main road from Watertown to Woodbury. Results fair.
West Hartford	New Britain	Concrete	2,770	14,507.28	Cannot	be	divided		Trunk Line		1,000.00	¼	250.00	$13,507.28 refunded by town.	Roads built by town of West Hartford under an agreement with the Highway Commissioner, by which State paid $1,000 on each road and the Town paid the rest.
"	East Street	"	6,750	15,718.68	"	"	"		State Aid		1,000.00	¼	250.00	$14,718.68 refunded by town.	

Items * include the cost of an application of road oil to the surface of the road.

ITEM 4.

REPORT OF THE REPAIR WORK.

In the general discussion of the Highway Department, particular stress has been laid on the necessity for repairs and under Item 4 is shown a recapitulation of the cost of repairs during the period extending from February 26, 1913, to October 1, 1914.

In tables (c) and (e) of this particular section, the greatest amount of work has been done, that is to say, temporary repair work on Trunk Line and State Aid roads consisting of ordinary maintenance of the road surface, the shoulders, ditches and railings.

It is impossible, in any report, to detail minutely the cost of these temporary repairs either by towns, by roads or by mileage, as the amount of work to be done varies widely in different towns with the condition of the road surface, the length of time it has been constructed and the method of construction.

Generally speaking, the repair work has been carried on by employees paid directly by the department and considerable surprise has been expressed and some criticism noted on account of the fact that such large sums have been paid directly to supervisors of repairs for this purpose.

In explanation of payments to supervisors of repairs, it is well to say that no expenditure is made by them without securing a proper voucher. Each man paid signs a receipt for his money before he receives it. The time of labor is kept in separate timebooks in each town for each appropriation, and these books are transmitted to the Highway Department at Hartford, the amounts due calculated from the items entered in these books and the total amount for any half month (which is the period covered by the time books) is made out as a voucher to the supervisor of repairs. The large amounts paid, therefore, to supervisors are accounted for by these vouchers being made directly payable to them. The supervisor of repairs in turn draws checks or secures money on these vouchers and distributes the different amounts to the men in his employ. The receipts from each man are a check on the payments and are

filed in the office at Hartford together with the time books, hence no chance for misuse of funds can occur. The system thus installed seems to be a great benefit because eventually, the Highway Department will organize a force of employees who are experienced and who can be secured for repair work when needed. In addition to this advantage, there is the added benefit of paying of bills as they become due. By a system of allowing outside contractors or individuals to carry on repairs, the bills are not presented until after the work is completed, and no adequate system of checking up the amounts is feasible, so that there is a great chance for unnecessary work to be done and amounts paid under a system using contractors or outside individuals for repairs than under the one at present employed. The character of the work to be done on repairs is not such that it can be contracted for practically. The work should be done by force account with men working either by the hour or day and the cost of work to be done cannot be determined until it is actually underway. If work is done by outside parties, the supervision must still be in the hands of the Highway Department so that overhead charges would not decrease, and in the case of contractors, a profit must be paid.

It seems well to secure the necessary equipment for repairs by the direct purchase and ownership by the State, for until so much equipment as is necessary is purchased, there will be a duplication consequent on having several contractors equipped to do the same kind of work.

TABLES (a) and (a[1]).

These tables show the total amount of repair work done since February 26, 1913, separated by towns and also divided between New Repairs, (that is, repairs to Trunk Lines) and State Aid roads. The total amount spent for New Repairs is also shown on the general financial statement, Item 2, Table N.

NEW REPAIRS.—Cost by Towns and Type.

February 26, 1913.—October 1, 1913.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage Trunk Lines.	Cost.				Graded.	Gravel.	Macadam.	Improved.
Andover	.09	5.22	....	....	5.31	$ 250.39	.....	.....	$ 250.39	.....	$250.39	.....	.....
Ansonia	..	....	1.53	....	1.53	1,824.77	$2,999.31	.....	4,824.08	.....	.....	$4,824.08	.....
Ashford	.71	....	....	....	.71	.....	.....	.....	Nothing	.....	.....	.....	.....
Avon	.01	.22	3.30	....	3.53	100.87	971.97	.....	1,072.84	.....	.....	1,072.84	.....
Barkhamsted	5.41	.74	....	....	6.15	1,856.06	741.51	$210.00	2,807.57	$2,807.57	.....	.....	.....
Beacon Falls	1.48	2.72	....	....	4.20	150.50	2,520.12	1,667.08	4,337.70	2,140.00	2,197.70	.....	.....
Berlin	....	....	5.51	....	5.51	312.43	2,934.00	.....	3,246.43	.....	.....	3,246.43	.....
Bethany	.21	1.51	....	....	1.72	.....	.....	.....	Nothing	.....	.....	.....	.....
Bethel	....	....	1.01	....	1.01	273.40	835.48	.....	1,108.88	.....	273.40	835.48	.....
Bethlehem	2.81	....	....	....	2.81	.....	.....	.....	Nothing	.....	.....	.....	.....
Bloomfield	....	....	9.91	....	9.91	636.40	4,197.90	11,705.94	16,540.24	.....	.....	16,540.24	.....
Bolton	.42	1.18	....	....	1.60	42.80	56.20	.....	99.00	.....	99.00	.....	.....
Bozrah	2.72	....	.38	1.03	4.13	42.62	389.20	3,680.76	4,112.58	147.62	.....	284.20	3,680.76
Branford	1.00	....	2.30	.77	4.07	2,052.24	2,024.92	.....	4,077.16	.....	.....	4,077.16	.....
Bridgeport	....	....	....	2.10	2.10	1,827.25	1,197.18	.....	3,024.43	.....	.....	2,090.16	934.27
Bridgewater	4.01	....	....	....	4.01	.....	.....	530.15	530.15	530.15	.....	.....	.....
Bristol	....	.95	3.26	.. .	4.21	2,627.19	1,505.54	.....	4,132.73	.....	.....	4,132.73	.....
Brookfield	....	3.45	....	.. .	3.45	.....	1,542.33	4,570.05	6,112.38	.....	4,794.41	1,317.97	.....
Brooklyn	....	....	4.23	.. .	4.23	135.89	1,732.13	25.00	1,893.02	.....	.....	1,893.02	.....
Burlington	.11	.45	.93	....	1.49	.....	.....	.....	Nothing	.....	.....	.....	.....
Canaan	.78	2.47	....	....	3.25	92.26	36.00	.....	128.26	.....	.....	128.26	.....
Canterbury	....	.13	....	....	.13	.....	.....	.....	Nothing	.....	.....	.....	.....
Canton	.10	1.82	....	....	1.92	1,052.28	390.34	.....	1,442.62	.....	1,442.62	.....	.....
Chaplin	2.39	2.60	....	.. .	4.99	339.92	1,188.50	.....	1,528.42	.....	1,528.42	.....	.....
Chatham	2.87	....	.78	.. .	3.65	841.93	1,612.55	.....	2,454.48	.....	161.32	2,293.16	.....
Cheshire	....	....	.22	....	.22	.....	.....	.....	Nothing	.....	.....	.....	.....
Chester	1.31	....	2.75	....	4.06	1,972.58	1,364.09	.....	3,336.67	.....	.....	3,336.67	.....
Clinton	3.03	....	3.75	....	6.78	1,940.12	2,108.41	.....	4,048.53	.....	.....	4,048.53	.....
Colchester	.68	5.55	.34	....	6.57	.....	697.30	877.35	1,574.65	.....	1,574.65	.....	.....
Colebrook	.55	2.63	....	....	3.18	1,442.89	320.49	138.87	1,902.25	.....	1,902.25	.....	.....

NEW REPAIRS—(Continued.)

February 26, 1913—October 1, 1913.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage Trunk Lines.	Cost.				Graded.	Gravel.	Macadam.	Improved.
Columbia	2.25	.33	....	....	2.58	$627.46	$546.88	.....	$1,174.34	$1,174.34	.....	.....	.....
Cornwall	7.37	.06	....	....	7.43	2,492.91	.....	.....	2,492.91	2,492.91	.....	.....	.....
Coventry	.17	3.06	....	....	3.23	78.35	1,048.58	.....	1,126.93	.....	$1,126.93	.....	.....
Cromwell	....	....	2.73	.72	3.45	2,979.49	3,919.77	$182.25	7,081.51	.....	.....	$7,081.51	.....
Danbury	....	1.04	2.58	....	3.62	1,129.77	1,173.58	1,902.22	4,205.57	.....	.....	4,205.57	.....
Darien	....	....	....	3.87	3.87	77.90	1,614.13	.....	1,692.03	.....	.....	1,692.03	.....
Derby	....	1.00	3.53	....	4.53	5,184.52	4,424.64	.....	9,609.16	.....	1,628.21	7,980.95	.....
Durham	....	....	7.37	....	7.37	1,138.38	1,319.55	.....	2,457.93	.....	.....	2,457.93	.....
Eastford	2.43	....	....	....	2.43	304.75	167.86	.....	472.61	472.61	.....	.....	.....
East Granby .	....	1.21	.88	....	2.09	442.04	781.81	.....	1,223.85	.....	637.49	586.36	.....
East Haddam.	....	....	4.05	....	4.05	200.31	709.98	.....	910.29	.....	.....	910.29	.....
East Hartford	....	....	1.56	5.60	7.16	1,588.41	2,394.62	538.88	4,521.91	.....	.....	4,421.91	$100.00
East Haven ..	....	....	1.20	....	1.20	1,042.50	1,593.02	.....	2,635.52	.....	.....	2,635.52	.....
East Lyme ..	....	1.14	1.87	1.10	4.11	335.84	1,768.89	.....	2,104.73	.....	1,093.76	1,010.97	.....
Easton	.42	.63	....	....	1.05	.....	.....	642.72	642.72	642.72	.....	.....	.....
East Windsor.	....	....	3.21	1.57	4.78	640.96	2,656.82	.....	3,297.78	.....	.....	3,297.78	.....
Ellington	.86	3.68	....	....	4.54	74.98	1,401.62	.....	1,476.60	.....	1,476.60	.....	.....
Enfield	....	1.16	9.46	.04	10.66	503.23	4,857.57	24,502.37	29,863.17	.....	.....	15,863.30	13,999.87
Essex	....	....	3.18	....	3.18	625.99	2,728.22	.....	3,354.21	.....	.....	3,354.21	.....
Fairfield	.15	1.19	.80	3.76	5.90	1,184.28	1,598.82	719.75	3,502.85	.....	.....	3,502.85	.....
Farmington ..	....	....	3.72	6.62	10.34	411.97	729.72	.....	1,141.69	.....	.....	1,141.69	.....
Franklin	....	4.03	3.42	....	7.45	2,146.26	740.42	15,036.50	17,923.18	.....	2,714.78	15,208.40	.....
Glastonbury .	.11	....	1.75	1.13	2.99	818.41	295.45	.....	1,113.86	.....	.....	1,113.86	.....
Goshen	6.22	.14	....	....	6.36	1,895.61	.....	.....	1,895.61	1,895.61	.....	.....	.....
Granby	2.21	....	3.05	....	5.26	280.91	861.52	.....	1,142.43	280.91	.....	861.52	.....
Greenwich ...	....	....	1.89	2.47	4.36	672.32	2,661.96	147.97	3,482.25	.....	.....	2,287.97	1,194.28
Griswold	....	1.81	1.03	....	2.84	204.36	905.63	.....	1,109.99	.....	.....	1,109.99	.....
Groton	2.61	....	.40	....	3.01	720.92	601.03	.....	1,321.95	.....	.....	1,321.95	.....
Guilford	....	2.69	2.14	1.77	6.60	1,619.35	1,093.07	.....	2,712.42	.....	1,619.35	1,093.07	.....
Haddam	....	....	9.26	....	9.26	3,612.15	2,209.34	488.08	6,309.57	.....	.....	6,309.57	.....
Hamden	1.02	....	4.30	....	5.32	920.65	4,228.54	7,665.80	12,814.99	34.00	.....	12,780.99	.....
Hampton	2.15	....	....	....	2.15	.....	88.50	110.77	199.27	199.27	.....	.....	.....

Hartford	....	....	3.26	....	3.26	189.21	897.16	.....	1,086.37	.....	.....	1,086.37	.....
Hartland	4.45	....	....	....	4.45	455.06	.....	.....	455.06	455.06	.....	.....	.....
Harwinton ...	1.20	3.58	....	....	4.78	312.36	198.45	.....	510.81	.....	510.81	.....	.....
Hebron	.40	.25	.18	....	.83	365.90	.....	.....	365.90	365.90	.....	.....	.....
Huntington ..	.36	....	....	....	.36	1,557.52	2,210.07	12,280.29	16,047.88	.....	12,990.36	3,057.52	.....
Kent	.67	....	....	....	.67	83.51	.....	.....	83.51	83.51	.....	.....	.....
Killingly	....	6.03	4.84	....	10.87	703.29	1,389.67	.....	2,092.96	.....	950.00	1,142.96	.....
Killingworth .	2.38	....	....	....	2.38	.....	143.50	.....	143.50	143.50	.....	.....	.....
Lebanon	....	.08	....	....	.08	.....	.....	.....	Nothing	.....	.....	.....	.....
Ledyard	2.55	....	....	....	2.55	.....	.....	.....	Nothing	.....	.....	.....	.....
Lisbon	....	5.03	.16	....	5.19	.....	.....	.....	Nothing	.....	.....	.....	.....
Litchfield ...	2.46	2.74	2.26	....	7.46	1,222.52	1,261.53	1,996.15	4,480.20	.....	3,738.59	741.61	.....
Lyme	.72	....	....	....	.72	143.92	.....	.....	143.92	143.92	.....	.....	.....
Madison	....	5.74	....	....	5.74	1,360.16	1,225.32	.....	2,585.48	.....	2,585.48	.....	.....
Manchester ..	....	....	6.44	....	6.44	1,476.80	4,661.93	.....	6,138.73	.....	.....	6,138.73	.....
Mansfield	....	1.52	....	....	1.52	187.35	318.98	.....	506.33	.....	506.33	.....	.....
Marlborough .	....	....	.27	....	.27	.....	.....	.....	Nothing	.....	.....	.....	.....
Meriden	.54	.07	2.89	3.06	6.56	2,533.31	2,318.40	3,273.62	8,125.33	.....	.....	8,125.33	.....
Middlebury ..	1.75	3.22	....	....	4.97	1,911.87	1,170.01	1,766.96	4,848.84	1,077.23	3,771.61	.....	.....
Middlefield ...	....	....	3.30	....	3.30	785.33	2,013.43	.....	2,798.76	.....	.....	2,798.76	.....
Middletown ..	.01	.05	7.08	2.24	9.38	2,790.43	5,698.00	1,640.29	10,128.72	831.23	.....	7,698.56	1,598.93
Milford	....	2.38	3.35	....	5.73	2,599.90	5,684.16	7,258.59	15,542.65	.....	.....	15,542.65	.....
Monroe	4.36	....	.19	....	4.55	537.15	2,197.09	2,926.09	5,660.33	5,660.33	.....	.....	.....
Montville	....	....	4.95	....	4.95	2,738.82	4,219.28	7,074.95	14,033.05	.....	.....	14,033.05	.....
Morris	....	....	....	....	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Naugatuck ...	1.70	....	2.27	....	3.97	2,181.85	6,746.21	1,680.81	10,608.87	4,900.81	4,226.21	1,481.85	.....
New Britain..	....	....	1.30	.69	1.99	21.37	598.58	.....	619.95	.....	.....	619.95	.....
New Canaan..	....	....	....	....	...	694.59	1,963.21	868.85	3,526.65	.....	.....	3,526.65	.....
New Fairfield.	....	....	....	....	...	.....	.....	.....	Nothing	.....	.....	.....	.....
New Hartford	....	....	3.31	....	3.31	1,697.00	803.76	58.88	2,559.64	.....	.....	2,559.64	.....
New Haven ..	....	....	2.68	1.86	4.54	4,008.68	5,917.09	.....	9,925.77	.....	.....	9,925.77	.....
Newington ..	....	....	4.67	....	4.67	853.14	1,357.47	.....	2,210.61	.....	.....	2,210.61	.....
New London..	....	....	....	....	...	1,677.06	2,143.83	1,022.39	4,843.28	.....	.....	4,843.28	.....
New Milford.	2.14	2.38	4.67	....	9.19	485.91	203.44	1,825.45	2,514.80	1,825.45	689.35	.....	.....
Newtown	....	6.51	....	....	6.51	310.71	5,750.13	3,895.49	9,956.33	.....	9,956.33	.....	.....
Norfolk	3.87	....	2.27	....	6.14	961.32	1,196.81	.....	2,158.13	2,158.13	.....	.....	.....
No. Branford.	....	....	4.69	....	4.69	1,034.20	1,413.59	.....	2,447.79	.....	.....	2,447.79	.....
No. Canaan ..	2.68	3.50	1.20	....	7.38	1.035.54	1,059.35	.....	2,094.89	1,541.59	553.30	.....	.....
No. Haven ...	....	....	6.15	....	6.15	2,461.30	4,659.30	79.32	7,199.92	.....	.....	7,199.92	.....
No. Stonington	3.45	1.54	....	....	4.99	.....	.....	.....	Nothing	.....	.....	.....	.....
Norwalk	....	1.29	.58	2.08	3.95	337.79	2,190.00	302.40	2,830.19	.....	.....	2,830.19	.....
Norwich	1.19	....	2.05	....	3.24	1,772.70	3,842.21	4,051.00	9,665.91	.....	.....	9,665.91	.....
Old Lyme ...	....	4.52	.92	....	5.44	237.93	1,050.15	.....	1,288.08	.....	1,000.00	288.08	.....

NEW REPAIRS—(Continued.)

February 26, 1913—October 1, 1913.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage Trunk Lines.	Cost.				Graded.	Gravel.	Macadam.	Improved.
Old Saybrook.	2.10	....	10.10	....	12.20	$1,577.62	$2,111.00	.....	$3,688.62	.....	.....	$3,688.62	.....
Orange	....	....	9.26	1.09	10.35	4,628.44	6,585.22	.....	11,213.66	.....	.....	11,213.66	.....
Oxford	.33	....	....	....	.33	135.00	.....	.....	135.00	.....	$135.00	.....	.....
Plainfield	....	5.37	1.62	....	6.99	598.72	3,479.85	.....	4,078.57	.....	1,798.72	2,279.85	.....
Plainville	....	....	6.36	....	6.36	1,545.62	2,779.31	$8,765.62	13,090.55	.....	.....	13,090.55	.....
Plymouth	....	.07	4.21	....	4.28	1,116.34	1,285.04	27,135.68	29,537.06	.....	.....	2,401.38	$27,135.68
Pomfret	2.60	....	3.40	....	6.00	1,260.38	1,848.03	.....	3,108.41	$600.00	2,508.41	.....	.....
Portland	3.31	.29	3.06	2.38	9.04	2,577.95	996.60	691.28	4,265.83	3,476.82	.....	789.01	.....
Preston	1.80	....	1.15	....	2.95	492.76	.....	.....	492.76	492.76	.....	.....	.....
Prospect	....	....	....	....	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Putnam	.14	4.68	5.27	....	10.09	156.95	2,197.20	.....	2,354.15	.....	1,756.95	597.20	.....
Redding	5.99	.65	....	....	6.64	552.07	1,248.45	.....	1,800.52	552.07	1,248.45	.....	.....
Ridgefield ...	.71	6.55	1.35	....	8.61	1,338.41	3,709.51	.....	5,047.92	.....	3,366.79	1,681.13	.....
Rocky Hill ..	....	....	3.38	....	3.38	1,654.03	576.90	.....	2,230.93	.....	.....	2,230.93	.....
Roxbury	1.52	....	2.20	....	3.72	36.00	836.88	.....	872.88	.....	.....	872.88	.....
Salem	.19	.98	....	....	1.17	287.85	16.00	.....	303.85	.....	303.85	.....	.....
Salisbury	1.19	1.49	....	....	2.68	345.09	744.96	.....	1,090.05	689.32	400.73	.....	.....
Saybrook	....	....	2.30	....	2.30	2,114.21	4,838.63	.....	6,952.84	.....	.....	6,952.84	.....
Scotland	....	....	....	....	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Seymour	....	5.46	.63	....	6.09	333.15	2,747.59	.....	3,080.74	.....	3,080.74	.....	.....
Sharon	1.00	1.46	....	....	2.46	.....	355.86	.....	355.86	.....	355.86	.....	.....
Sherman	1.46	....	....	....	1.46	.....	312.12	.....	312.12	312.12	.....	.....	.....
Simsbury	....	....	8.04	.35	8.39	2,506.79	3,261.05	1,141.80	6,909.64	.....	.....	6,909.64	.....
Somers	....	5.04	1.06	1.15	7.25	1,202.36	.....	.....	1,202.36	.....	1,060.90	141.46	.....
Southbury ...	.66	4.12	....	....	4.78	.....	1,228.09	1,387.67	2,615.76	.....	2,615.76	.....	.....
Southington .	....	.11	9.15	.04	9.30	3,435.46	1,922.86	.....	5,358.32	.....	.....	5,358.32	.....
So. Windsor..	....	....	....	5.09	5.09	215.15	28.00	.....	243.15	.....	.....	243.15	.....
Sprague	....	....	....	....	...	871.04	183.73	.....	1,054.77	.....	1,054.77	.....	.....
Stafford	.88	1.94	5.30	....	8.12	497.53	1,380.28	.....	1,877.81	.....	200.00	1,677.81	.....
Stamford	....	....	1.00	.97	1.97	768.45	1,044.12	.....	1,812.57	.....	.....	1,687.19	125.38
Sterling	....	3.55	....	....	3.55	1,010.60	763.03	160.82	1,934.45	.....	1,934.45	.....	.....
Stonington ..	....	1.80	.61	....	2.41	786.81	1,994.40	.....	2,781.21	.....	2,781.21	.....	.....

Stratford	....	.40	1.51	1.30	3.21	607.98	4,832.72	.....	5,440.70	.....	.....	5,440.70	.....
Suffield	....	....	4.23	....	4.23	3,382.51	3,067.15	.....	6,449.66	.....	.....	6,449.66	.....
Thomaston ..	.78	1.46	5.20	....	7.44	1,309.67	3,309.42	3,925.96	8,545.05	2,949.32	4,595.73	1,000.00	.....
Thompson ...	....	4.46	.86	3.17	8.49	.....	1,507.81	1,038.35	2,546.16	.....	2,022.16	524.00	.....
Tolland	6.73	1.49	....	....	8.22	746.10	28.20	5,301.72	6,076.02	.....	5,640.42	435.60	.....
Torrington ..	6.03	.74	.79	....	7.56	649.17	3,260.16	5,508.90	9,418.23	9,418.23	.....	.....	.....
Trumbull	....	....	5.26	....	5.26	452.40	907.65	11,119.40	12,479.45	.....	.....	12,479.45	.....
Union	....	....	....	....	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Vernon	....	....	4.46	....	4.46	145.63	2,477.43	9,140.72	11,763.78	.....	.....	11,763.78	.....
Voluntown ...	....	....	....	....	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Wallingford ..	....	....	.81	5.29	6.10	.....	184.49	341.90	526.39	.....	.....	526.39	.....
Warren	....	....	....	....	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Washington ..	....	....	2.78	....	2.78	150.19	3.00	.....	153.19	.....	.....	153.19	.....
Waterbury ..	.01	1.33	4.88	....	6.22	7,075.76	4,149.84	.....	11,225.60	.....	1,231.22	9,994.38	.....
Waterford ...	....	....	6.90	1.83	8.73	1,341.89	3,194.23	4,420.79	8,956.91	.....	.....	8,956.91	.....
Watertown ...	....	....	....	....	...	334.40	1,444.23	.....	1,778.63	.....	1,034.40	744.23	.....
Westbrook ...	1.08	....	3.67	....	4.75	872.12	1,063.06	.....	1,935.18	.....	.....	1,935.18	.....
West Hartford	....	....	5.13	3.08	8.21	316.79	678.45	13,313.62	14,308.86	.....	.....	11,548.23	2,760.63
Weston	....	....	....	....	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Westport .. .	....	....	....	4.54	4.54	428.47	1,716.20	130.85	2,275.52	.....	.....	2,275.52	.....
Wethersfield .	....	....	2.49	3.26	5.75	69.56	1,866.98	.....	1,936.54	.....	.....	1,936.54	.....
Willington ...	7.34	....	....	....	7.34	1,932.76	.....	110.50	2,043.26	2,043.26	.....	.....	.....
Wilton	.22	7.83	....	....	8.05	235.11	5,772.40	999.88	7,007.39	.....	7,007.39	.....	.....
Winchester ..	.75	1.20	7.42	....	9.37	5,812.18	2,936.37	3,217.95	11,966.50	.....	4,154.32	7,812.18	.....
Windham ...	.49	7.93	1.60	....	10.02	2,930.32	2,244.65	663.38	5,838.35	.....	4,403.35	1,435.00	.....
Windsor	....	....	4.85	....	4.85	.....	1,077.43	3,687.91	4,765.34	.....	.....	1,077.43	3,687.91
Windsor Locks	....	....	2.40	.63	3.03	58.50	704.17	.....	762.67	.....	.....	762.67	.....
Wolcott	.24	.80	....	....	1.04	955.00	234.50	.....	1,189.50	.....	1,189.50	.....	.....
Woodbridge ..	....	1.18	5.22	....	6.40	4,025.35	3,237.06	.....	7,262.41	.....	.....	7,262.41	.....
Woodbury ...	4.85	1.85	....	....	6.70	583.52	906.72	.....	1,490.24	251.18	1,239.06	.....	.....
Woodstock ..	....	1.09	....	....	1.09	443.83	.....	.....	443.83	.....	443.83	.....	.....
Totals	147.94	180.56	339.42	76.65	744.57	$162,399.26	$256.268.15	$220,548.74	$648,216.15	$52,789.45	$123,563.62	$416,645.37	$55,217.71

AVERAGES.

147.94 Miles Graded Cost	$ 52,789.45=	$ 35.68	per	mile.
180.56 Miles Gravel Cost	123,563.62=	684.34	per	mile.
339.42 Miles Macadam Cost	416.645.37=	1,227.52	per	mile.
76.65 Miles Improved Cost	55,217.71=	720.39	per	mile.

NEW REPAIRS—(Continued.)

October 1, 1913—October 1, 1914.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage Trunk Lines.	Cost.				Graded.	Gravel.	Macadam.	Improved.
Andover	.09	5.22	....	....	5.31	$ 90.36	$1,239.00	.....	$1,329.36	$ 9.00	$1,320.36	.....	.....
Ansonia	....	....	1.53	....	1.53	1,059.85	1,870.79	$158.40	3,089.04	.....	.....	$3,089.04	.....
Ashford	.71	....	....	....	.71	.....	10.50	.....	10.50	10.50	.....	.....	.....
Avon	.01	.22	3.30	....	3.53	262.10	1,088.48	1,317.09	2,667.67	.....	16.10	2,651.57	.....
Barkhamsted .	5.41	.74	....	....	6.15	743.81	1,443.32	.....	2,187.13	2,187.13	.....	.....	.....
Beacon Falls.	1.48	2.72	....	....	4.20	2,247.78	3,533.76	.....	5,781.54	2,065.52	3,716.02	.....	.....
Berlin	....	....	5.51	....	5.51	389.57	3,339.39	.....	3,728.96	.....	.....	3,728.96	.....
Bethany	.21	1.51	....	....	1.72	100.04	1,090.59	835.85	2,026.48	.....	2,026.48	.....	.....
Bethel	....	....	1.01	....	1.01	337.60	1,068.79	.....	1,406.39	.....	.....	1,406.39	.....
Bethlehem ...	2.81	....	....	....	2.81	386.01	424.04	.....	810.05	810.05	.....	.....	.....
Bloomfield ...	....	....	9.91	....	9.91	785.23	6,337.88	10,148.13	17,271.24	.....	.....	17,271.24	.....
Bolton	.42	1.18	....	....	1.60	542.23	715.48	.....	1,257.71	42.23	1,215.48	.....	.....
Bozrah	2.72	....	.38	1.03	4.13	481.70	372.60	.....	854.30	600.00	.....	.....	$254.30
Branford	1.00	....	2.30	.77	4.07	1,431.71	2,782.96	148.00	4,362.67	1,472.05	.....	2,890.62	.....
Bridgeport ...	....	....	....	2.10	2.10	17.42	1,931.01	.....	1,948.43	.....	.....	1,891.34	57.09
Bridgewater ..	4.01	....	....	....	4.01	3,172.55	2,120.95	9,802.25	15,095.75	15,095.75	.....	.....	.....
Bristol	....	.95	3.26	....	4.21	317.97	4,875.59	3,402.10	8,595.66	.....	1,115.00	7,480.66	.....
Brookfield ...	....	3.45	....	....	3.45	914.04	1,589.29	.....	2,503.33	.....	2,503.33	.....	.....
Brooklyn	....	....	4.23	....	4.23	383.05	784.58	2,036.22	3,203.85	.....	.....	3,203.85	.....
Burlington ..	.11	.45	.93	....	1.49	724.15	38.00	.....	762.15	125.00	412.75	224.40	.....
Canaan	.78	2.47	...	....	3.25	491.32	1,037.15	.....	1,528.47	435.00	1,093.47	.....	.....
Canterbury ..	....	.13	....	....	.13	172.28	298.64	.....	470.92	.....	470.92	.....	.....
Canton	.10	1.82	....	....	1.92	175.20	654.07	.....	829.27	14.20	815.07	.....	.....
Chaplin	2.39	2.60	....	....	4.99	228.10	956.53	.....	1,184.63	583.21	601.42	.....	.....
Chatham	2.87	....	.78	....	3.65	863.64	1,936.81	3,581.26	6,381.71	5,131.26	.....	1,250.45	.....
Cheshire	....	....	.22	....	.22	.....	244.00	.....	244.00	200.00	44.00	.....	.....
Chester	1.31	....	2.75	....	4.06	265.78	1,690.62	.....	1,956.40	.....	.....	1,956.40	.....
Clinton	3.03	....	3.75	....	6.78	788.03	1,150.55	.....	1,938.58	194.23	1,744.35	.....	.....
Colchester ...	.68	5.55	.34	....	6.57	955.81	1,564.24	314.94	2,834.99	280.81	2,554.18	.....	.....
Colebrook ...	.55	2.63	....	....	3.18	40.00	366.70	.....	406.70	75.00	331.70	.....	.....
Columbia	2.25	.33	....	....	2.58	323.49	160.45	.....	483.94	445.45	38.49	.....	.....
Cornwall	7.37	.06	....	....	7.43	1,052.33	488.88	3,543.66	5,084.87	5,084.87	.....	.....	.....

Coventry	.17	3.06	....	....	3.23	354.28	2,281.21	1,279.59	3,915.08	3.57	3,911.51	.....	.....
Cromwell	....	....	2.73	.72	3.45	880.85	2,069.79	.....	2,950.64	.....	.....	2,700.64	250.00
Danbury	....	1.04	2.58	....	3.62	2,823.33	3,308.38	144.26	6,275.97	.....	1,419.26	4,856.71	.....
Darien	....	....	....	3.87	3.87	1,187.35	745.35	1,348.54	3,281.24	.....	.....	2,737.80	543.44
Derby	....	1.00	3.53	....	4.53	3,451.90	4,812.56	.....	8,264.46	1,675.93	6,588.53	.....	.....
Durham	....	....	7.37	....	7.37	563.50	2,302.84	42.56	2,908.90	.....	.....	2,908.90	.....
East Granby .	....	1.21	.88	....	2.09	191.59	1,454.67	.....	1,646.26	.....	1,136.26	510.00	.....
Eastford	2.43	....	....	....	2.43	1,054.60	1,154.55	1,193.93	3,403.08	3,403.08	.....	.....	.....
East Haddam .	....	....	4.05	....	4.05	1,464.98	1,942.15	.....	3,407.13	.....	.....	3,407.13	.....
East Hartford	....	....	1.56	5.60	7.16	786.23	3,366.49	.....	4,152.72	.....	.....	4,052.72	100.00
East Haven ..	....	....	1.20	....	1.20	1,206.87	1,491.02	.....	2,697.89	.....	.....	2,697.89	... ..
East Lyme ..	....	1.14	1.87	1.10	4.11	370.70	2,441.97	.....	2,812.67	.....	1,452.75	1,359.92	.....
Easton	.42	.63	....	....	1.05	.....	.....	.....	.....	.....	.....	.....	.....
East Windsor.	....	....	3.21	1.57	4.78	2,067.28	1,999.28	.....	4,066.56	.....	.....	3,966.56	100.00
Ellington	.86	3.68	....	....	4.54	1,175.42	738.14	.....	1,913.56	390.00	1,523.56	.....	.....
Enfield	....	1.16	9.46	.04	10.66	1,059.24	8,057.97	.....	9,117.21	1,117.21	8,000.00	.....	.....
Essex	....	....	3.18	....	3.18	552.80	1,268.44	56.75	1,877.99	.....	.....	1,877.99	.....
Fairfield	.15	1.19	.80	3.76	5.90	418.61	2,320.62	230.32	2,969.55	28.65	973.72	951.48	1,015.70
Farmington ..	....	....	3.72	6.62	10.34	472.02	2,310.58	234.79	3,017.39	.....	.....	1,638.39	1,379.00
Franklin	....	4.03	3.42	....	7.45	789.14	4,101.51	8,831.14	13,721.79	.....	4,463.53	9,258.26	.....
Glastonbury ..	.11	....	1.75	1.13	2.99	220.16	2,254.27	.....	2,474.43	13.16	.....	2,461.27	.....
Goshen	6.22	.14	....	....	6.36	222.53	965.79	.....	1,188.32	1.188.32	.....	.....	.....
Granby	2.21	....	3.05	....	5.26	293.63	1,741.45	4,741.33	6,776.41	4,764.83	.....	2,011.58	.....
Greenwich ...	....	....	1.89	2.47	4.36	3,083.43	5,929.99	441.12	9,454.54	.....	.....	6,802.73	2,651.81
Griswold	....	1.81	1.03	....	2.84	471.34	2,867.08	.....	3,338.42	.....	2,305.94	1,032.48	.....
Groton	2.61	....	.40	....	3.01	340.81	1,437.83	.....	1,778.64	.....	.....	1,778.64	.....
Guilford	....	2.69	2.14	1.77	6.60	1,348.81	2,745.64	.....	4,094.45	.....	2,480.00	1,614.45	.....
Haddam	....	....	9.26	....	9.26	2,447.63	4,613.24	1,103.98	8,164.85	.....	.....	8,164.85	.....
Hamden	1.02	....	4.30	....	5.32	1,871.29	4,363.47	2,569.55	8,804.31	1,025.00	7,779.31	.....	.....
Hampton	2.15	....	....	....	2.15	207.63	1,102.36	1,650.00	2,959.99	2,959.99	.....	.....	.....
Hartford	....	....	3.26	....	3.26	.....	279.44	.....	279.44	.....	.....	279.44	.....
Hartland	4.45	....	....	....	4.45	434.02	529.11	232.20	1,195.33	1,195.33	.....	.....	.....
Harwinton ...	1.20	3.58	....	....	4.78	1,148.15	1,680.03	.....	2,828.18	725.00	2,103.18	.....	.....
Hebron	.40	.25	.18	....	.83	599.24	22.07	50.40	671.71	321.71	230.16	119.84	.....
Huntington ..	.36	....	....	....	.36	120.60	4,434.21	409.00	4,963.81	.....	4,963.81	.....	.....
Kent	.67	....	....	....	.67	841.96	1,387.95	581.37	2,811.28	1,461.83	1,349.45	.....	.....
Killingly	....	6.03	4.84	....	10.87	1,238.13	5,003.25	175.00	6,416.38	.....	3,571.48	2,844.90	.....
Killingworth .	2.38	....	....	....	2.38	816.52	297.75	.....	1.114.27	1.114.27	.....	.....	.....
Lebanon	....	.08	....	....	.08	.....	.....	.....	.....	.....	.....	.....	.....
Ledyard	2.55	....	....	....	2.55	72.20	282.46	.....	354.66	354.66	.....	.....	.....
Lisbon	....	5.03	.16	....	5.19	485.18	4,283.21	23.50	4,791.89	.....	4,791.89	.....	.....
Litchfield	2.46	2.74	2.26	....	7.46	2,840.22	3,522.95	7,133.13	13,496.30	9,306.14	2,249.94	1,940.22	.....
Lyme	.72	....	....	....	.72	.....	766.84	.....	766.84	766.84	.....	.....	.....

NEW REPAIRS—(Continued.)

October 1, 1913—October 1, 1914.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage Trunk Lines.	Cost.				Graded.	Gravel.	Macadam.	Improved.
Madison	....	5.74	....	....	5.74	$1,257.48	$851.93	.....	$2,109.41	.....	$2,109.41	.....	.....
Manchester ..	....	....	6.44	....	6.44	4,157.31	5,510.64	$10,695.70	20,363.65	.....	.....	$20,363.65	.....
Mansfield	....	1.52	....	....	1.52	79.43	1,352.98	397.87	1,830.28	.....	1,830.28	.....	.....
Marlborough .	....	....	.27	....	.27	.....	562.29	.....	562.29	.....	.....	562.29	.....
Meriden	.54	.07	2.89	3.06	6.56	2,079.53	3,032.72	.....	5,112.25	$800.00	112.25	4,088.00	$112.00
Middlebury ..	1.75	3.22	....	....	4.97	4,111.38	2,880.94	.....	6,992.32	2,800.00	4,192.32	.....	.....
Middlefield ..	....	....	3.30	....	3.30	560.74	5,130.87	.....	5,691.61	.....	.....	5,691.61	.....
Middletown ..	.01	.05	7.08	2.24	9.38	2,312.50	4,864.54	2,067.72	9,244.76	.....	.....	8,514.75	730.01
Milford	....	2.38	3.35	....	5.73	969.10	4,207.84	1,661.45	6,838.39	.....	4,020.02	2,818.37	.....
Monroe	4.36	....	.19	....	4.55	2,227.71	3,738.03	225.00	6,190.74	5,502.71	279.26	408.77	.....
Montville ...	....	....	4.95	....	4.95	1,965.23	2,647.02	.....	4,612.25	.....	.....	4,612.25	.....
Morris	....	....	....	....	...	.....	188.75	.....	188.75	.....	.....	188.75	.....
Naugatuck ...	1.70	....	2.27	....	3.97	6,648.78	7,327.68	1,321.95	15,298.41	5,950.00	.....	9,348.41	.....
New Britain .	....	....	1.30	.69	1.99	488.55	2,604.31	.....	3,092.86	.....	.....	3,092.86	.....
New Canaan .	....	....	....	....	...	13.24	1,804.35	.....	1,817.59	.....	.....	1,817.59	.....
New Fairfield.	....	....	....	....	...	10.35	.....	.....	10.35	10.35	.....	.....	.....
New Hartford	....	....	3.31	....	3.31	615.84	1,792.97	.....	2,408.81	.....	.....	2,408.81	.....
New Haven ..	....	....	2.68	1.86	4.54	2,143.93	7,027.80	4,010.41	13,182.14	.....	.....	13,182.14	.....
Newington ...	....	....	4.67	....	4.67	329.51	3,526.97	.....	3,856.48	.....	.....	3,856.48	.....
New London .	....	....	....	....	...	351.27	2,166.62	.....	2,517.89	.....	.....	2,517.89	.....
New Milford .	2.14	2.38	4.67	....	9.19	4,886.42	5,944.94	3,887.10	14,718.46	4,531.36	4,487.10	5,700.00	.....
Newtown	....	6.51	....	....	6.51	2,432.72	5,151.81	6,920.27	14,504.80	.....	14,504.80	.....	.....
Norfolk	3.87	....	2.27	....	6.14	1,688.05	2,789.38	1,824.98	6,302.41	2,664.15	.....	3,638.26	.....
No. Branford.	....	....	4.69	....	4.69	1,192.15	3,948.96	.....	5,141.11	.....	.....	5,141.11	.....
No. Canaan ..	2.68	3.50	1.20	....	7.38	1,572.55	392.00	.....	1,964.55	750.00	1,143.55	71.00	.....
No. Haven ...	....	....	6.15	....	6.15	5,949.35	6,236.10	1.00	12,186.45	.....	.....	12,186.45	.....
No. Stonington	3.45	1.54	....	....	4.99	5.15	107.81	.....	112.96	105.15	7.81	.....	.....
Norwalk	....	1.29	.58	2.08	3.95	1,532.22	2,126.18	.....	3,658.50	.....	1,250.00	1,444.32	964.18
Norwich	1.19	....	2.05	....	3.24	407.92	3,923.15	.....	4,331.07	.....	.....	4,331.07	.....
Old Lyme ...	....	4.52	.92	....	5.44	308.13	3,059.52	.....	3,367.65	.....	2,784.52	583.13	.....
Old Saybrook.	2.10	....	10.10	....	12.20	931.67	2,532.32	.....	3,463.99	575.00	.....	2,888.99	.....
Orange	....	....	9.26	1.09	10.35	2,678.81	5,793.19	96.00	8,568.00	.....	.....	8,252.80	315.20

Oxford	.33	....	....	....	.33	82.75	1,144.31	.....	1,227.06	1,227.06	.....	.....	.....
Plainfield	....	5.37	1.62	....	6.99	1,680.67	6,101.39	175.00	7,957.06	.....	5,832.06	2,125.00	.....
Plainville	....	....	6.36	....	6.36	784.15	6,484.80	7,548.63	14,817.58	.....	.....	7,268.95	7,548.63
Plymouth	....	.07	4.21	....	4.28	1,115.30	2,747.19	153.10	4,015.49	.....	.....	4,015.49	.....
Pomfret	2.60	....	3.40	....	6.00	1,922.59	5,178.53	10.00	7,111.12	2,896.80	.....	4,214.32	.....
Portland	3.31	.29	3.06	2.38	9.04	1,232.12	3,170.86	2,900.00	7,302.98	2,205.00	167.00	4,930.98	.....
Preston	1.80	....	1.15	....	2.95	216.40	1,180.67	.....	1,397.07	700.81	.....	696.26	.....
Prospect	....	....	....	....	...	.....	.....	.....	.....	.....	.....	.....	.....
Putnam	.14	4.68	5.27	....	10.09	3,080.80	6,429.65	16,125.22	25,635.67	90.45	4,909.92	4,900.00	15,735.30
Redding	5.99	.65	....	....	6.64	2,201.95	2,140.41	117.00	4,459.36	3,579.16	.....	880.20	.....
Ridgefield	.71	6.55	1.35	....	8.61	3,609.68	8,794.41	62.03	12,466.12	.....	10,316.12	1,950.00	200.00
Rocky Hill	....	....	3.38	....	3.38	1,034.72	1,294.24	.....	2,328.96	.....	.....	2,328.96	.....
Roxbury	1.52	....	2.20	....	3.72	680.93	1,304.20	2,344.05	4,329.18	4,329.18	.....	.....	.....
Salem	.19	.98	....	....	1.17	24.80	7.40	.....	32.20	7.40	24.80	.....	.....
Salisbury	1.19	1.49	....	....	2.68	218.58	937.36	.....	1,155.94	518.00	637.94	.....	.....
Saybrook	....	....	2.30	....	2.30	344.25	2,115.19	292.82	2,752.26	.....	.....	2,752.26	.....
Scotland	....	....	....	....	...	.....	420.71	107.95	528.66	107.95	420.71	.....	.....
Seymour	....	5.46	.63	....	6.09	3,434.69	2,293.45	.....	5,728.14	.....	5,728.14	.....	.....
Sharon	1.00	1.46	....	....	2.46	.....	518.35	2,074.22	2,592.57	1,035.00	1,557.57	.....	.....
Sherman	1.46	....	....	....	1.46	188.50	194.85	1,319.00	1,702.35	1,702.35	.....	.....	.....
Simsbury	....	....	8.04	.35	8.39	838.10	2,949.24	.....	3,787.34	.....	.....	3,787.34	.....
Somers	....	5.04	1.06	1.15	7.25	1,030.88	800.64	.....	1,831.52	.....	1,521.52	310.00	.....
Southbury	.66	4.12	....	....	4.78	2,097.10	3,120.97	5,042.77	10,260.84	.....	10,260.84	.....	.....
Southington	....	.11	9.15	.04	9.30	1,773.91	3,525.82	182.88	5,482.61	.....	210.77	5,271.84	.....
South Windsor	....	....	....	5.09	5.09	19.51	1,405.55	.....	1,425.06	.....	.....	1,405.55	19.51
Sprague	....	....	....	....	...	495.45	1,515.75	.....	2,011.20	.....	.....	2,011.20	.....
Stafford	.88	1.94	5.30	....	8.12	652.55	527.83	.....	1,180.38	115.00	230.00	835.38	.....
Stamford	....	....	1.00	.97	1.97	330.56	2,457.81	.....	2,788.37	.....	.....	1,674.94	1,113.43
Sterling	....	3.55	....	....	3.55	872.70	1,299.32	175.00	2,347.02	.....	2,347.02	.....	.....
Stonington	....	1.80	.61	....	2.41	653.52	2,438.01	.....	3,091.53	.....	1,389.20	1,702.33	.....
Stratford	....	.40	1.51	1.30	3.21	922.96	4,424.66	940.20	6,287.82	.....	.....	5,254.95	1,032.87
Suffield	....	....	4.23	....	4.23	432.73	3,225.52	.....	3,658.25	.....	.....	3,658.25	.....
Thomaston	.78	1.46	5.20	....	7.44	4,465.92	5,488.59	.....	9,954.51	186.30	2,268.21	7,500.00	.....
Thompson	....	4.46	.86	3.17	8.49	1,117.55	553.27	.....	1,670.82	.....	1,410.68	260.14	.....
Tolland	6.73	1.49	....	....	8.22	2,304.71	168.32	.....	2,473.03	1,999.82	473.21	.....	.....
Torrington	6.03	.74	.79	....	7.56	1,657.77	3,757.40	805.44	6,220.61	5,615.61	605.00	.....	.....
Trumbull	....	....	5.26	....	5.26	149.06	1,166.40	31,988.57	33,304.03	.....	.....	568.04	32,735.99
Union	....	....	....	....	...	.....	.....	.....	.....	.....	.....	.....	.....
Vernon	....	....	4.46	....	4.46	2,667.53	2,091.95	.....	4,759.48	.....	.....	4,759.48	.....
Voluntown	....	....	....	....	...	.....	.....	.....	.....	.....	.....	.....	.....
Wallingford	....	....	.81	5.29	6.10	709.16	1,113.08	2,417.92	4,240.16	.....	.....	1,513.74	2,726.42
Warren	....	....	....	....	...	.....	.....	.....	.....	.....	.....	.....	.....
Washington	....	....	2.78	....	2.78	2,077.63	3,050.88	.....	5,128.51	.....	.....	5,128.51	.....
Waterbury	.01	1.33	4.88	....	6.22	3,625.77	6,531.37	1,019.55	11,176.69	.....	2,800.00	8,376.69	.....
Waterford	....	....	6.90	1.83	8.73	1,245.29	4,116.22	.....	5,361.51	.....	.....	5,061.51	300.00

NEW REPAIRS—(Continued.)

October 1, 1913—October 1, 1914.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage Trunk Lines.	Cost.				Graded.	Gravel.	Macadam.	Improved.
Watertown ...	....	....	....	....	...	$621.64	$2,338.72	.....	$2,960.36	.....	$2,960.36	.....	.....
Westbrook ...	1.08	....	3.67	....	4.75	238.24	636.43	.....	$874.67	$170.00	.....	$704.67	.....
West Hartford	....	....	5.13	3.08	8.21	1,987.58	3,544.49	$8,653.30	14,185.37	.....	.....	9,431.92	$4,753.45
Westport	....	....	....	4.54	4.54	733.65	1,769.76	384.55	2,887.96	.....	.....	583.35	2,304.61
Weston	....	....	....	....	...	.....	.....	.....	.....	.....	.....	.....	.....
Wethersfield .	....	....	2.49	3.26	5.75	818.28	4,659.41	1,657.20	7,134.89	.....	.....	5,434.89	1,700.00
Willington ...	7.34	....	....	....	7.34	6,044.93	793.06	161.03	6,999.02	6,999.02	.....	.....	.....
Wilton	.22	7.83	....	....	8.05	2,628.87	4,806.88	1,037.15	8,472.90	.....	8,472.90	.....	.....
Winchester ..	.75	1.20	7.42	....	9.37	3,479.81	4,183.46	.....	7,663.27	612.02	920.54	6,130.71	.....
Windham ...	.49	7.93	1.60	....	10.02	2,580.82	5,217.24	121.95	7,920.01	376.10	6,332.77	1,211.14	.....
Windsor	....	....	4.85	....	4.85	542.12	2,354.79	9,230.42	12,127.33	.....	.....	4,888.87	7,238.46
Windsor Locks	....	....	2.40	.63	3.03	951.55	1,164.81	.....	2,116.36	.....	.....	2,116.36	.....
Wolcott	.24	.80	....	....	1.04	926.93	337.00	.....	1,263.93	265.93	998.00	.....	.....
Woodbridge ..	....	1.18	5.22	....	6.40	655.56	4,667.94	.....	5,323.50	.....	860.00	4,463.50	.....
Woodbury ...	4.85	1.85	....	....	6.70	2,191.59	1,579.96	.....	3,771.55	2,945.39	826.16	.....	.....
Woodstock ..	....	1.09	....	....	1.09	127.46	1,687.29	.....	1,814.75	.....	1,814.75	.....	.....
Total	147.94	180.56	339.42	76.65	744.57	$190,146.61	$397,035.97	$197,916.76	$785.099.34	$128,049.85	$194.330.91	$376,837.18	$85,881.40

147.94	Miles Graded Road Cost	$128.049.85	Cost per mile	$865.55
180.56	Miles Gravel Road Cost	194,330.91	Cost per mile	1,076.27
339.42	Miles Macadam Road Cost	376,837.18	Cost per mile	1,110.24
76.65	Miles Improved Road Cost	85,881.40	Cost per mile	1,120.44
744.57	Miles Road Cost — Repairs	$190,146.61	Cost per mile	$255.38
	Maintenance	397,035.97	Cost per mile	533.24
	Reconstruction	197,916.76	Cost per mile	265.81
744.57	Miles Road Cost	$785,099.34	Cost per mile	$1,054.43

To this amount of $785,099.34 should be added the cost of supervision, $67,254.60, (Table f) making a total expended under new repairs during this period of $852,353.94.

TOTALS NEW REPAIRS.

	MILEAGE.					COST.							
	Graded.	Gravel.	Macadam.	Improved.	Total.	Repairs.	Maintenance.	Reconstruction.	Total.	Graded.	Gravel.	Macadam.	Improved.
Feb. 26, 1913—Oct. 1, 1913	147.94	180.56	339.42	76.65	744.57	$162,399.26	$256,268.15	$229,548.74	$648,216.15	$52,789.45	$123,563.62	$416.645.37	$55,217.71
Oct. 1, 1913—Oct. 1, 1914						190,146.61	397,035.97	197,916.76	785,099.34	128,049.85	194,330.91	376,837.18	85,881.40
Total expended,						$352,545.87	$653,304.12	$427,465.50	$1,433,315.49	$180,839.30	$317,894.53	$793,482.55	$141,099.11

OLD REPAIRS.—Cost by Towns and Type.

February 26, 1913—October 1, 1913.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage State Aid Roads	Cost.				Graded.	Gravel.	Macadam.	Improved.
Andover	.58	.29	...	...	.87	.....	.....	.....	Nothing	.....	.....	.....	.....
Ansonia	...	...	3.06	...	3.06	.....	.....	$998.98	$998.98	.....	.....	$998.98	.....
Ashford	2.28	.09	...	...	2.37	.....	.....	.....	Nothing	.....	.....	.....	.....
Avon	.22	.57	.96	...	1.75	.....	.....	.....	Nothing	.....	.....	.....	.....
Barkhamsted	2.51	...	...	...	2.51	.....	.....	.....	Nothing	.....	.....	.....	.....
Beacon Falls	...	...	...	...	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Berlin	.63	...	3.57	...	4.20	$104.40	$5.00	.....	109.40	.....	.....	109.40	.....
Bethany	.26	...	...	...	.26	.....	.....	.....	Nothing	.....	.....	.....	.....
Bethel	.77	.26	...	...	1.03	597.17	.....	.....	597.17	.....	$597.17	.....	.....
Bethlehem	.27	.02	...	...	.29	.....	.....	.....	Nothing	.....	.....	.....	.....
Bloomfield	...	...	2.92	...	2.92	.....	.....	.....	Nothing	.....	.....	.....	.....
Bolton	.76	.05	...	...	.81	224.90	.....	.....	224.90	$224.90	.....	.....	.....
Bozrah	1.02	...	...	...	1.02	1,055.79	231.19	.....	1,286.98	1,286.98	.....	.....	.....
Branford	.34	...	...	...	.34	.....	.....	.....	Nothing	.....	.....	.....	.....
Bridgeport	...	...	2.46	...	2.46	145.25	299.02	.....	444.27	.....	.....	444.27	.....
Bridgewater	...	...	...	...	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Bristol	...	1.90	2.49	...	4.39	445.50	108.00	.....	553.50	.....	.....	553.50	.....
Brookfield	.66	...	...	...	.66	.....	.....	.....	Nothing	.....	.....	.....	.....
Brooklyn	...	...	...	...	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Burlington	.62	...	...	...	.62	.....	.....	.....	Nothing	.....	.....	.....	.....
Canaan	...	2.22	...	...	2.22	.....	.....	.....	Nothing	.....	.....	.....	.....
Canterbury	1.44	.17	...	...	1.61	.....	.....	.....	Nothing	.....	.....	.....	.....
Canton	.19	1.10	.41	...	1.70	.....	.....	.....	Nothing	.....	.....	.....	.....
Chaplin	...	...	...	...	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Chatham	.34	1.07	1.54	...	2.95	.....	196.04	.....	196.04	.....	.....	196.04	.....
Cheshire	3.17	.47	...	...	3.64	456.07	49.40	.....	505.47	.....	505.47	.....	.....
Chester	.88	...	1.83	...	2.71	221.11	.....	353.85	574.96	353.85	.....	221.11	.....
Clinton	...	...	.60	...	.60	1,134.16	80.15	.....	1,214.31	.....	.....	1,214.31	.....
Colchester	.74	.55	...	...	1.29	162.08	84.42	.....	246.50	.....	246.50	.....	.....
Colebrook	1.39	2.01	...	...	3.40	.....	226.87	.....	226.87	100.00	126.87	.....	.....

Columbia	.31	.11	...	...	.42	.....	.....	.....	Nothing	.....	.....	.....	.....
Cornwall	4.60	.14	...	...	4.74	135.94	.....	.....	135.94	135.94	.....	.....	.....
Coventry	.07	...	...	...	.07	.....	.....	.....	Nothing	.....	.....	.....	.....
Cromwell	...	3.33	.66	...	3.99	230.62	21.80	.....	252.42	.....	252.42	.....	.....
Danbury	...	...	...	...	...	.....	.....	1,640.86	1,640.86	.....	.....	1,640.86	.....
Darien	...	...	...	...	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Derby	...	...	1.00	...	1.00	240.44	138.59	.....	379.03	.....	.....	379.03	.....
Durham	...	...	1.08	...	1.08	.....	8.00	.....	8.00	.....	.....	8.00	.....
Eastford	.25	...	...	...	.25	.....	.....	.....	Nothing	.....	.....	.....	.....
East Granby	.73	2.85	...	...	3.58	.....	.....	.....	Nothing	.....	.....	.....	.....
East Haddam	.01	...	1.34	...	1.35	3,066.64	342.30	.....	3,408.94	.....	.....	3,408.94	.....
East Hartford	...	...	2.34	...	2.34	38.84	19.00	.....	57.84	.....	.....	57.84	.....
East Haven	.09	...	2.86	...	2.95	50.00	27.50	.....	77.50	.....	.....	77.50	.....
East Lyme	...	2.37	.53	...	2.90	.....	.....	.....	Nothing	.....	.....	.....	.....
Easton	2.64	.52	.20	...	3.36	.....	.....	1,090.80	1,090.80	.....	1,090.80	.....	.....
East Windsor	2.05	1.16	.80	...	4.01	.....	.....	.....	Nothing	.....	.....	.....	.....
Ellington	.19	3.60	.45	...	4.24	.....	.....	.....	Nothing	.....	.....	.....	.....
Enfield	...	...	.52	...	.52	.....	.....	.....	Nothing	.....	.....	.....	.....
Essex	2.27	...	.91	...	3.18	300.30	39.80	.....	340.10	.....	.....	340.10	.....
Fairfield	...	2.12	2.78	.81	5.71	2,301.34	345.80	216.70	2,863.84	.....	1,402.85	1,460.99	.....
Farmington	...	...	...	...	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Franklin	.71	.34	...	...	1.05	.....	.....	.....	Nothing	.....	.....	.....	.....
Glastonbury	...	...	2.54	...	2.54	.....	.....	.....	Nothing	.....	.....	.....	.....
Goshen	1.84	.13	...	...	1.97	.....	.....	.....	Nothing	.....	.....	.....	.....
Granby	...	.45	1.58	...	2.03	.....	.....	.....	Nothing	.....	.....	.....	.....
Greenwich	...	...	.44	...	.44	54.00	.....	.....	54.00	.....	.....	54.00	.....
Griswold	.31	.14	2.82	...	3.27	.....	.....	.....	Nothing	.....	.....	.....	.....
Groton	...	...	3.12	...	3.12	585.88	.....	.....	585.88	585.88	.....	.....	.....
Guilford	...	...	...	...	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Haddam	...	...	.58	...	.58	.....	.....	.....	Nothing	.....	.....	.....	.....
Hamden	...	...	1.34	.27	1.61	30.00	.....	.....	30.00	.....	.....	30.00	.....
Hampton	.12	...	...	...	.12	.....	.....	.....	Nothing	.....	.....	.....	.....
Hartford	...	...	.38	...	.38	152.82	.....	.....	152.82	.....	.....	152.82	.....
Hartland	1.70	...	...	...	1.70	52.12	.....	.....	52.12	52.12	.....	.....	.....
Harwinton	2.45	...	...	...	2.45	.....	.....	.....	Nothing	.....	.....	.....	.....
Hebron	2.44	.64	.81	...	3.89	635.25	142.70	.....	777.95	329.18	440.47	8.30	.....
Huntington	.25	1.18	2.05	...	3.48	911.86	.....	.....	911.86	400.00	511.86	.....	.....
Kent	1.11	...	...	...	1.11	57.04	.....	.....	57.04	57.04	.....	.....	.....
Killingly	.91	.46	.21	...	1.58	.....	.....	.....	Nothing	.....	.....	.....	.....
Killingworth	.51	...	...	...	.51	602.75	22.00	.....	624.75	624.75	.....	.....	.....
Lebanon	1.03	3.23	...	...	4.26	.....	.....	.....	Nothing	.....	.....	.....	.....
Ledyard	2.11	...	...	...	2.11	.....	.....	.....	Nothing	.....	.....	.....	.....
Lisbon	.10	1.91	...	...	2.01	11.06	.....	.....	11.06	.....	11.06	.....	.....

OLD REPAIRS—(Continued.)

February 26, 1913—October 1, 1913.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage State Aid Roads	Cost.				Graded.	Gravel.	Macadam.	Improved.
Litchfield	.32	.48	.87	...	1.67	.....	.....	.....	Nothing	.....	.....	.....	.....
Lyme	.08	...	...	...	.08	$20.75	$11.40	.....	$32.15	$32.15	.....	.....	.....
Madison	3.05	...	...	...	3.05	.....	37.12	.....	37.12	37.12	.....	.....	.....
Manchester	...	.59	3.00	...	3.59	219.38	22.50	.....	241.88	.....	.....	$241.88	.....
Mansfield	1.08	4.41	.46	...	5.95	252.07	30.89	.....	282.96	.....	$282.96	.....	.....
Marlborough	...	...	...	...	...	.....	.....	.....	Nothing	.....	.....	.....	.....
Meriden	...	.14	1.43	...	1.57	188.47	125.35	.....	313.82	.....	.....	313.82	.....
Middlebury	2.72	1.13	...	...	3.85	.....	.....	.....	Nothing	.....	.....	.....	.....
Middlefield	...	...	5.65	...	5.65	.....	555.54	.....	555.54	.....	.....	555.54	.....
Middletown	...	...	.85	...	.85	.....	.....	.....	.....	.....	.....	.....	.....
Milford	.51	1.29	1.73	.62	4.15	135.56	193.88	$2,730.28	3,059.72	.....	329.44	2,730.28	.....
Monroe	.39	.42	...	...	.81	18.72	.....	.....	18.72	.....	18.72	.....	.....
Montville	...	...	1.50	...	1.50	.....	36.75	.....	36.75	.....	.....	36.75	.....
Morris	3.39	.08	1.22	...	4.69	.....	.....	.....	.....	.....	.....	.....	.....
Naugatuck	.11	.85	.24	.64	1.84	177.85	.....	.....	177.85	.....	177.85	.....	.....
New Britain	.01	...	4.02	...	4.03	576.13	.....	.....	576.13	.....	.....	576.13	.....
New Canaan	...	...	5.08	1.32	6.40	235.30	178.00	.....	413.30	.....	.....	413.30	.....
New Fairfield	2.71	.17	...	...	2.88	.....	.....	.....	.....	.....	.....	.....	.....
New Hartford	.25	...	.23	...	.48	.....	.....	.....	.....	.....	.....	.....	.....
New Haven	...	...	2.31	...	2.31	38.00	2,852.61	1,207.18	4,097.79	.....	.....	4,097.79	.....
Newington	...	...	6.43	...	6.43	386.00	.....	133.21	519.21	.....	.....	519.21	.....
New London	...	...	4.31	...	4.31	75.00	214.10	.....	289.10	.....	.....	289.10	.....
New Milford	...	1.49	...	...	1.49	.....	.....	.....	.....	.....	.....	.....	.....
Newtown	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk	4.02	...	1.54	...	5.56	.....	.....	.....	.....	.....	.....	.....	.....
North Branford	...	...	2.34	...	2.34	801.30	.....	78.00	879.30	.....	.....	879.30	.....
North Canaan	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
North Haven	...	...	2.36	...	2.36	.....	163.02	.....	163.02	.....	.....	163.02	.....
North Stonington	1.80	5.70	...	...	7.50	.....	.....	.....	.....	.....	.....	.....	.....
Norwalk	...	1.66	...	...	1.66	310.00	389.24	43.29	742.53	.....	742.53	.....	.....
Norwich	...	1.47	3.12	...	4.59	.....	.....	.....	.....	.....	.....	.....	.....
Old Lyme	...	1.52	1.55	...	3.07	.....	.....	.....	.....	.....	.....	.....	.....
Old Saybrook	...	...	1.14	...	1.14	19.75	312.60	.....	332.35	.....	.....	332.35	.....

Orange	...	1.22	2.55	...	3.77	871.15	124.53	139.67	1,135.35	.....	124.53	1,010.82	.....
Oxford	...	4.38	...	...	4.38	.....	.....	.....	.....	.....	.....	.....	.....
Plainfield	...	1.24	1.30	...	2.54	.....	.....	.....	.....	.....	.....	.....	.....
Plainville	...	...	.86	...	.86	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth	1.79	.76	...	...	2.55	.....	.....	.....	.....	.....	.....	.....	.....
Pomfret	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Portland	.34	...	...	...	.34	.....	174.06	.....	174.06	$174.06	.....	.....	.....
Preston	...	3.68	...	...	3.68	1,302.67	.....	.....	1,302.67	.....	1,302.67	.....	.....
Prospect	3.93	...	...	...	3.93	.....	.....	.....	.....	.....	.....	.....	.....
Putnam	...	...	1.69	...	1.69	.....	.....	.....	.....	.....	.....	.....	.....
Redding	1.57	.16	.28	...	2.01	359.84	255.95	.....	615.79	.....	484.84	130.95	.....
Ridgefield	...	1.85	1.34	1.10	4.29	1,969.22	478.57	20.58	2,468.37	.....	1,539.75	928.62	.....
Rocky Hill	1.32	...	1.97	...	3.29	.....	39.88	.....	39.88	39.88	.....	.....	.....
Roxbury	2.29	...	...	...	2.29	.....	.....	.....	.....	.....	.....	.....	.....
Salem	...	...	...	...	...	31.17	.....	.....	31.17	.....	31.17	.....	.....
Salisbury	.50	.53	.90	.81	2.74	.....	.....	.....	.....	.....	.....	.....	.....
Saybrook	...	...	.77	1.10	1.87	.....	.....	.....	.....	.....	.....	.....	.....
Scotland	.87	.13	...	...	1.00	.....	.....	.....	.....	.....	.....	.....	.....
Seymour	...	2.39	1.05	...	3.44	.....	.....	.....	.....	.....	.....	.....	.....
Sharon	.77	1.83	...	...	2.60	.....	.....	.....	.....	.....	.....	.....	.....
Sherman	.58	...	...	...	.58	.....	.....	.....	.....	.....	.....	.....	.....
Simsbury	.17	...	2.93	...	3.10	.....	.....	.....	.....	.....	.....	.....	.....
Somers	...	...	.27	...	.27	.....	.....	.....	.....	.....	.....	.....	.....
Southbury	.37	.62	.44	...	1.43	235.63	.....	9.00	244.63	.....	244.63	.....	.....
Southington	...	.32	1.66	...	1.98	.....	.....	.....	.....	.....	.....	52.28	.....
South Windsor	...	1.55	2.72	...	4.27	.....	.....	52.28	52.28	.....	.....	.....	.....
Sprague	.59	2.92	.68	...	4.19	.....	318.57	.....	318.57	.....	318.57	.....	.....
Stafford	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Stamford	...	...	2.80	...	2.80	369.30	194.76	.....	564.06	.....	.....	564.06	.....
Sterling	1.37	2.24	...	...	3.61	.....	.....	.....	.....	.....	.....	.....	.....
Stonington	.11	1.85	.39	...	2.35	735.08	240.51	.....	975.59	.....	900.59	75.00	.....
Stratford	...	.82	1.38	...	2.20	.....	.....	.....	.....	.....	.....	.....	.....
Suffield	...	...	1.50	...	1.50	343.16	80.60	.....	423.76	.....	.....	423.76	.....
Thomaston	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Thompson	...	1.33	...	...	1.33	.....	.....	.....	.....	.....	.....	.....	.....
Tolland	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Torrington	1.77	4.04	.22	...	6.03	.....	.....	.....	.....	.....	.....	.....	.....
Trumbull	.15	.06	3.34	...	3.55	15.48	36.75	.....	52.23	.....	.....	52.23	.....
Union	1.29	.54	...	...	1.83	.....	.....	.....	.....	.....	.....	.....	.....
Vernon	...	...	2.78	...	2.78	.....	.....	.....	.....	.....	.....	.....	.....
Voluntown	1.98	.96	.75	...	3.69	.....	.....	.....	.....	.....	.....	.....	.....
Wallingford	.20	...	2.01	...	2.21	78.20	96.50	.....	174.70	.....	.....	174.70	.....
Warren	3.47	...	...	...	3.47	.....	58.25	.....	58.25	58.25	.....	.....	.....

OLD REPAIRS—(Continued.)

February 26, 1913—October 1, 1913.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage State Aid Roads	Cost.				Graded.	Gravel.	Macadam.	Improved.
Washington	.69	.32	1.49	...	2.50	.....	.....	.....	.....	.....	.....	.....	.....
Waterbury	.95	1.22	...	...	2.17	$2,868.67	$411.11	.....	$3,279.78	$97.40	$3,182.38	.....	.....
Waterford	...	...	1.18	...	1.18	.....	185.38	.....	185.38	.....	.....	$185.38	.....
Watertown	1.30	2.09	1.64	.06	5.09	.....	570.95	.....	570.95	.....	270.95	300.00	.....
Westbrook	2.04	...	.34	...	2.38	.....	22.00	.....	22.00	.....	.....	22.00	.....
West Hartford ..	...	...	1.55	1.43	2.98	.....	.....	.....	.....	.....	.....	.....	.....
Weston	1.82	.70	...	...	2.52	.....	.....	.....	.....	.....	.....	.....	.....
Westport	...	1.08	1.82	...	2.90	1,685.57	451.58	$67.50	2,204.65	.....	1,936.57	268.08	.....
Wethersfield	.30	.19	5.74	...	6.23	.....	.....	.....	.....	.....	.....	.....	.....
Willington	...	...	...	...	...	150.90	.....	.....	150.90	150.90	.....	.....	.....
Wilton	.50	4.90	...	...	5.40	471.30	211.55	74.85	757.70	.....	757.70	.....	.....
Winchester	1.42	...	.42	...	1.84	.....	.....	.....	.....	.....	.....	.....	.....
Windham	...	1.25	...	...	1.25	.....	.....	.....	.....	.....	.....	.....	.....
Windsor	...	...	.80	...	.80	.....	.....	.....	.....	.....	.....	.....	.....
Windsor Locks ..	...	...	2.42	...	2.42	.....	.....	.....	.....	.....	.....	.....	.....
Wolcott	2.67	...	...	...	2.67	.....	122.50	.....	122.50	122.50	.....	.....	.....
Woodbridge	1.23	.27	...	...	1.50	104.00	27.50	.....	131.50	131.50	.....	.....	.....
Woodbury	1.30	...	...	...	1.30	.....	.....	.....	.....	.....	.....	.....	.....
Woodstock	2.49	1.40	...	...	3.89	570.06	.....	251.00	821.06	.....	821.06	.....	.....
Grand Total	110.45	105.69	156.54	8.16	380.84	$29,619.01	$11,612.08	$9,108.03	$50,339.12	$4,994.40	$18,652.38	$26,692.34	.....

AVERAGES.

110.45 Miles Graded Cost ..... $ 4,994.40= $ 45.22 per mile.
105.69 Miles Gravel Cost ..... 18,652.38= 176.47 per mile.
156.54 Miles Macadam Cost ..... 26,692.34= 170.51 per mile.
8.16 Miles Improved Roads no expenditure.

OLD REPAIRS—(Continued.)

October 1, 1913—October 1, 1914.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage State Aid Roads.	Cost.				Graded.	Gravel.	Macadam.	Improved.
Andover	.58	.29	...	...	.87	$ 56.43	.....	.....	$ 56.43	$ 36.43	$20.00	.....	.....
Ansonia	...	...	3.06	...	3.06	1,151.89	$551.32	.....	1,703.21	.....	.....	$1,703.21	.....
Ashford	2.28	.09	...	...	2.37	262.31	.....	.....	262.31	229.24	33.07	.....	.....
Avon	.22	.57	.96	...	1.75	.....	77.14	.....	77.14	.....	.....	77.14	.....
Barkhamsted	2.51	...	...	...	2.51	5.50	18.00	.....	23.50	23.50	.....	.....	.....
Beacon Falls	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Berlin	.63	...	3.57	...	4.20	179.05	124.54	.....	303.59	82.54	.....	221.05	.....
Bethany	.26	...	...	...	.26	.....	6.76	.....	6.76	6.76	.....	.....	.....
Bethel	.77	.26	...	...	1.03	131.85	225.22	.....	357.07	268.85	88.22	.....	.....
Bethlehem	.27	.02	...	...	.29	.....	27.50	.....	27.50	27.50	.....	.....	.....
Bloomfield	...	...	2.92	...	2.92	164.73	7.00	$1,994.18	2,165.91	.....	.....	2,165.91	.....
Bolton	.76	.05	...	...	.81	.....	.....	.....	.....	.....	.....	.....	.....
Bozrah	1.02	...	...	...	1.02	38.33	105.42	.....	143.75	143.75	.....	.....	.....
Branford	.34	...	...	...	.34	.....	.....	.....	.....	.....	.....	.....	.....
Bridgeport	...	...	2.46	...	2.46	5.80	44.81	256.14	306.75	.....	.....	306.75	.....
Bridgewater	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Bristol	...	1.90	2.49	...	4.39	298.62	211.95	.....	510.57	.....	224.00	286.57	.....
Brookfield	.66	...	...	...	.66	86.46	126.61	.....	213.07	213.07	.....	.....	.....
Brooklyn	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Burlington	.62	...	...	...	.62	10.00	222.00	369.70	601.70	601.70	.....	.....	.....
Canaan	...	2.22	...	...	2.22	35.25	43.12	.....	78.37	.....	78.37	.....	.....
Canterbury	1.44	.17	...	...	1.61	26.20	85.30	.....	111.50	101.00	10.50	.....	.....
Canton	.19	1.10	.41	...	1.70	243.60	50.00	.....	293.60	36.60	207.00	50.00	.....
Chaplin	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Chatham	.34	1.07	1.54	...	2.95	25.14	348.70	.....	373.84	38.46	141.48	193.90	.....
Cheshire	3.17	.47	...	...	3.64	287.30	169.50	.....	456.80	380.30	76.50	.....	.....
Chester	.88	...	1.83	...	2.71	195.14	302.16	.....	497.30	152.16	.....	345.14	.....
Clinton	...	...	.60	...	.60	28.25	92.73	.....	120.98	.....	.....	120.98	.....
Colchester	.74	.55	...	...	1.29	186.55	153.17	.....	339.72	201.00	138.72	.....	.....
Colebrook	1.39	2.01	...	...	3.40	473.71	476.40	.....	950.11	400.00	550.11	.....	.....
Columbia	.31	.11	...	...	.42	28.68	.....	.....	28.68	28.68	.....	.....	.....
Cornwall	4.60	.14	...	...	4.74	617.65	179.85	.....	797.50	774.00	23.50	.....	.....
Coventry	.07	...	...	...	.07	234.87	39.18	.....	274.05	274.05	.....	.....	.....

OLD REPAIRS—(Continued.)

October 1, 1913—October 1, 1914.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost.	TOTAL COST PER TYPE.			
	Graded.	Gravel.	Macadam.	Improved.	Total Mileage State Aid Roads	Cost.				Graded.	Gravel.	Macadam.	Improved.
Cromwell	...	3.33	.66	...	3.99	$590.68	$616.76	.....	$1,207.44	.....	$1,034.68	$172.76	.....
Danbury	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Darien	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Derby	...	...	1.00	...	1.00	.....	120.60	.....	120.60	.....	.....	120.60	.....
Durham	...	...	1.08	...	1.08	9.00	162.30	.....	171.30	.....	.....	171.30	.....
Eastford	.25	...	...	...	.25	2.95	2.97	.....	5.92	$5.92	.....	.....	.....
East Granby	.73	2.85	...	...	3.58	258.33	41.50	.....	299.83	53.33	246.50	.....	.....
East Haddam	.01	...	1.34	...	1.35	68.42	73.70	.....	142.12	.....	.....	142.12	.....
East Hartford	...	...	2.34	...	2.34	85.32	343.42	.....	428.74	.....	.....	428.74	.....
East Haven	.09	...	2.86	...	2.95	700.50	207.50	.....	908.00	36.50	.....	871.50	.....
East Lyme	...	2.37	.53	...	2.90	206.89	388.31	.....	595.20	.....	480.20	115.00	.....
Easton	2.64	.52	.20	...	3.36	629.91	495.38	$1,000.47	2,125.76	1,149.28	936.48	40.00	.....
East Windsor	2.05	1.16	.80	...	4.01	129.00	.....	613.96	742.96	84.00	45.00	613.96	.....
Ellington	.19	3.60	.45	...	4.24	456.57	143.48	.....	600.05	23.40	497.25	79.40	.....
Enfield	...	...	.52	...	.52	.....	.....	.....	.....	.....	.....	.....	.....
Essex	2.27	...	.91	...	3.18	148.90	209.12	.....	358.02	245.00	.....	113.02	.....
Fairfield	...	2.12	2.78	.81	5.71	381.09	401.67	.....	782.76	.....	295.00	429.76	$58.00
Farmington	...	...	...	...	...	.....	26.50	.....	26.50	.....	.....	26.50	.....
Franklin	.71	.34	...	...	1.05	.....	59.10	900.49	959.59	940.49	19.10	.....	.....
Glastonbury	...	...	2.54	...	2.54	162.72	537.03	.....	699.75	.....	.....	699.75	.....
Goshen	1.84	.13	...	...	1.97	162.00	245.07	.....	407.07	379.00	28.07	.....	.....
Granby	...	.45	1.58	...	2.03	.....	241.35	.....	241.35	.....	.....	241.35	.....
Greenwich	...	...	.44	...	.44	.....	.....	.....	.....	.....	.....	.....	.....
Griswold	.31	.14	2.82	...	3.27	711.07	478.70	.....	1,189.77	118.70	44.07	1,027.00	.....
Groton	...	...	3.12	...	3.12	630.46	1,177.37	.....	1,807.83	.....	.....	1,807.83	.....
Guilford	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Haddam	...	...	.58	...	.58	.....	.....	.....	.....	.....	.....	.....	.....
Hamden	...	...	1.34	.27	1.61	770.43	256.85	2,962.46	3,989.74	.....	.....	3,915.74	74.00
Hampton	.12	...	...	...	.12	27.85	17.60	.....	45.45	45.45	.....	.....	.....
Hartford	...	...	.38	...	.38	93.46	167.19	625.66	886.31	.....	.....	886.31	.....
Hartland	1.70	...	...	...	1.70	152.06	64.94	.....	217.00	217.00	.....	.....	.....
Harwinton	2.45	...	...	...	2.45	279.74	49.31	.....	329.05	329.05	.....	.....	.....
Hebron	2.44	.64	.81	...	3.89	449.37	242.66	.....	692.03	451.66	103.00	137.00	.....

Huntington	.25	1.18	2.05	...	3.48	1,933.74	154.50	.....	2,088.24	197.50	604.00	1,286.74	.....
Kent	1.11	...	...	...	1.11	648.68	44.89	.....	693.57	693.57	.....	.....	.....
Killingly	.91	.46	.21	...	1.58	431.99	293.10	.....	725.09	435.69	217.30	72.10	.....
Killingworth	.51	...	...	...	.51	.....	.....	.....	.....	.....	.....	.....	.....
Lebanon	1.03	3.23	...	...	4.26	190.52	93.00	.....	283.52	67.00	216.52	.....	.....
Ledyard	2.11	...	...	...	2.11	196.58	120.30	.....	316.88	316.88	.....	.....	.....
Lisbon	.10	1.91	...	...	2.01	516.16	157.17	.....	673.33	33.20	640.13	.....	.....
Litchfield	.32	.48	.87	...	1.67	123.37	157.25	.....	280.62	54.80	82.20	143.62	.....
Lyme	.08	...	...	...	.08	.....	27.60	289.12	316.72	316.72	.....	.....	.....
Madison	3.05	...	...	...	3.05	50.55	34.01	.....	84.56	84.56	.....	.....	.....
Manchester	...	.59	3.00	...	3.59	186.93	25.49	.....	212.42	.....	.....	212.42	.....
Mansfield	1.08	4.41	.46	...	5.95	790.91	90.48	.....	881.39	156.40	646.09	78.90	.....
Marlborough	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Meriden	...	.14	1.43	...	1.57	318.54	107.00	.....	425.54	.....	37.60	387.94	.....
Middlebury	2.72	1.13	...	...	3.85	899.41	97.58	.....	996.99	686.00	310.99	.....	.....
Middlefield	...	...	5.65	...	5.65	356.17	621.63	.....	977.80	.....	.....	977.80	.....
Middletown	...	...	.85	...	.85	45.86	66.90	750.00	862.76	.....	.....	862.76	.....
Milford	.51	1.29	1.73	.62	4.15	448.60	300.89	2,696.95	3,446.44	110.00	2,511.25	825.19	.....
Monroe	.39	.42	...	...	.81	177.14	196.39	.....	373.53	183.53	190.00	.....	.....
Montville	...	...	1.50	...	1.50	31.08	325.07	.....	356.15	.....	.....	356.15	.....
Morris	3.39	.08	1.22	...	4.69	417.91	109.50	.....	527.41	379.38	10.90	137.13	.....
Naugatuck	.11	.85	.24	.64	1.84	.....	.....	.....	.....	.....	.....	.....	.....
New Britain	.01	...	4.02	...	4.03	542.33	537.02	.....	1,079.35	.....	.....	1,079.35	.....
New Canaan	...	...	5.08	1.32	6.40	316.63	250.75	30.00	597.38	.....	.....	597.38	.....
New Fairfield ...	2.71	.17	...	...	2.88	2,317.82	475.89	505.24	3,298.95	3,155.13	143.82	.....	.....
New Hartford ..	.25	...	.23	...	.48	258.10	.....	.....	258.10	258.10	.....	.....	.....
New Haven	...	...	2.31	...	2.31	74.35	579.16	1,281.32	1,934.83	.....	.....	1,934.83	.....
Newington	...	...	6.43	...	6.43	1,409.66	645.42	.....	2,055.08	.....	.....	2,055.08	.....
New London	...	...	4.31	...	4.31	282.70	1,021.35	.....	1,304.05	.....	.....	1,304.05	.....
New Milford ...	...	1.49	...	...	1.49	1,060.96	510.13	65.36	1,636.45	.....	1,636.45	.....	.....
Newtown	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk	4.02	...	1.54	...	5.56	528.90	262.75	.....	791.65	557.75	.....	233.90	.....
North Branford .	...	...	2.34	...	2.34	961.25	156.60	.....	1,117.85	.....	.....	1,117.85	.....
North Canaan ...	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
North Haven ...	...	...	2.36	...	2.36	148.90	406.26	.....	555.16	.....	.....	555.16	.....
North Stonington	1.80	5.70	...	...	7.50	757.05	1,385.08	.....	2,142.13	530.08	1,612.50	.....	.....
Norwalk	...	1.66	...	...	1.66	.....	52.50	.....	52.50	.....	52.50	.....	.....
Norwich	...	1.47	3.12	...	4.59	253.98	587.24	.....	841.22	.....	258.07	583.15	.....
Old Lyme	...	1.52	1.55	...	3.07	136.73	492.31	.....	629.04	.....	288.00	341.04	.....
Old Saybrook ..	...	...	1.14	...	1.14	431.37	285.51	.....	716.88	.....	.....	716.88	.....
Orange	...	1.22	2.55	...	3.77	1,773.24	1,964.18	.....	3,737.42	.....	1,321.50	2,275.17	140.75
Oxford	...	4.38	...	...	4.38	310.83	391.00	.....	701.83	.....	701.83	.....	.....
Plainfield	...	1.24	1.30	...	2.54	203.00	256.61	.....	459.61	.....	225.00	234.61	.....
Plainville	...	...	.86	...	.86	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth	1.79	.76	...	...	2.55	1.93	157.07	.....	159.00	113.00	46.00	.....	.....

OLD REPAIRS.—(Continued.)

October 1, 1913—October 1, 1914.

TOWN.	MILEAGE.				REPAIRS.		Maintenance Cost.	Reconstruction Cost.	Total Cost	TOTAL COST PER TYPE.			
	Graded	Gravel	Macadam	Improved	Total Mileage State Aid Roads	Cost.				Graded.	Gravel.	Macadam.	Improved.
Pomfret	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Portland	.34	...	...	...	.34	$770.96	$719.04	.....	$1,490.00	$1,490.00	.....	.....	.....
Preston	...	3.68	...	...	3.68	3.15	170.90	.....	174.05	.....	$174.05	.....	.....
Prospect	3.93	...	...	...	3.93	421.78	254.88	.....	676.66	676.66	.....	.....	.....
Putnam	...	...	1.69	...	1.69	147.49	103.39	.....	250.88	.....	.....	$250.88	.....
Redding	1.57	.16	.28	...	2.01	1,285.56	1,351.21	.....	2,636.77	1,850.00	265.00	521.77	.....
Ridgefield	...	1.85	1.34	1.10	4.29	721.25	711.75	$12,983.37	14,416.37	.....	855.00	578.00	$12,983.37
Rocky Hill	1.32	...	1.97	...	3.29	.....	436.01	.....	436.01	150.00	.....	286.01	.....
Roxbury	2.29	...	...	...	2.29	560.84	423.41	923.76	1,908.01	1,908.01	.....	.....	.....
Salem	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Salisbury	.50	.53	.90	.81	2.74	437.04	289.78	.....	726.82	164.00	168.52	394.30	.....
Saybrook	...	...	.77	1.10	1.87	145.94	266.02	166.59	578.55	.....	.....	578.55	.....
Scotland	.87	.13	...	...	1.00	447.40	449.40	903.63	1,800.43	1,683.11	117.32	.....	.....
Seymour	...	2.39	1.05	...	3.44	241.67	35.40	.....	277.07	.....	193.00	84.07	.....
Sharon	.77	1.83	...	...	2.60	944.71	.....	.....	944.71	283.00	661.71	.....	.....
Sherman	.58	...	...	...	.58	592.48	.40	.....	592.88	592.88	.....	.....	.....
Simsbury	.17	...	2.93	...	3.10	100.19	226.99	.....	327.18	13.99	.....	313.19	.....
Somers	...	...	.27	...	.27	.....	.....	.....	.....	.....	.....	.....	.....
Southbury	.37	.62	.44	...	1.43	384.33	161.36	.....	545.69	136.40	227.36	181.93	.....
Southington	...	.32	1.66	...	1.98	117.80	116.00	.....	233.80	.....	40.00	193.80	.....
South Windsor	...	1.55	2.72	...	4.27	509.41	.....	.....	509.41	.....	170.00	339.41	.....
Sprague	.59	2.92	.68	...	4.19	1,129.12	796.90	484.40	2,410.42	244.61	1,886.27	279.54	.....
Stafford	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Stamford	...	...	2.80	...	2.80	212.13	456.50	.....	668.63	.....	.....	668.63	.....
Sterling	1.37	2.24	...	...	3.61	51.52	39.05	.....	90.57	34.57	56.00	.....	.....
Stonington	.11	1.85	.39	...	2.35	380.41	106.25	.....	486.66	19.66	388.80	78.20	.....
Stratford	...	.82	1.38	...	2.20	534.05	99.82	40.01	673.88	.....	290.01	383.87	.....
Suffield	...	...	1.50	...	1.50	95.86	123.71	.....	219.57	.....	.....	219.57	.....
Thomaston	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Thompson	...	1.33	...	...	1.33	193.35	15.20	.....	208.55	.....	208.55	.....	.....
Tolland	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....
Torrington	1.77	4.04	.22	...	6.03	405.61	702.09	.....	1,107.70	301.61	766.09	40.00	.....
Trumbull	.15	.06	3.34	...	3.55	319.33	157.74	396.85	873.92	17.00	8.50	848.42	.....

Union	1.29	.54	...	...	1.83	166.00	214.98	.....	380.98	260.98	120.00	.....	.....
Vernon	...	...	2.78	...	2.78	14.10	137.48	.....	151.58	.....	.....	151.58	.....
Voluntown	1.98	.96	.75	...	3.69	92.94	112.45	.....	205.39	137.94	67.45	.....	.....
Wallingford	.20	...	2.01	...	2.21	197.85	67.50	.....	265.35	23.50	.....	241.85	.....
Warren	3.47	...	...	...	3.47	1,465.54	170.08	.....	1,635.62	1,635.62	.....	.....	.....
Washington	.69	.32	1.49	...	2.50	782.63	259.68	.....	1,042.31	281.00	120.00	641.31	.....
Waterbury	.95	1.22	...	...	2.17	350.48	668.24	.....	1,018.72	460.43	558.29	.....	.....
Waterford	...	...	1.18	...	1.18	.....	203.98	.....	203.98	.....	.....	203.98	.....
Watertown	1.30	2.09	1.64	.06	5.09	1,484.48	510.89	.....	1,995.37	498.84	798.15	698.38	.....
Westbrook	2.04	...	.34	...	2.38	.....	47.90	.....	47.90	.....	.....	47.90	.....
West Hartford	...	...	1.55	1.43	2.98	1,235.73	478.18	.....	1,713.91	.....	.....	1,421.61	292.30
Weston	...	1.08	1.82	...	2.90	.....	.....	.....	.....	.....	.....	.....	.....
Westport	1.82	.70	...	...	2.52	72.86	475.55	.....	548.41	380.49	167.92	.....	.....
Wethersfield	.30	.19	5.74	...	6.23	1,056.75	15.00	.....	1,071.75	50.00	30.00	991.75	.....
Willington	...	...	...	...	...	.....	.....	47.94	47.94	.....	47.94	.....	.....
Wilton	.50	4.90	...	...	5.40	881.01	282.62	.....	1,163.63	114.80	1,048.83	.....	.....
Winchester	1.42	...	.42	...	1.84	43.86	204.37	.....	248.23	196.09	.....	52.14	.....
Windham	...	1.25	...	...	1.25	96.93	170.12	.....	267.05	.....	267.05	.....	.....
Windsor	...	...	.80	...	.80	325.98	80.00	.....	405.98	.....	.....	405.98	.....
Windsor Locks	...	...	2.42	...	2.42	885.49	296.19	.....	1,181.68	.....	.....	1,181.68	.....
Wolcott	2.67	...	...	...	2.67	206.50	199.81	.....	406.31	406.31	.....	.....	.....
Woodbridge	1.23	.27	...	...	1.50	62.66	111.34	.....	174.00	85.16	88.84	.....	.....
Woodbury	1.30	...	...	...	1.30	.....	8.51	.....	8.51	8.51	.....	.....	.....
Woodstock	2.49	1.40	...	...	3.89	893.28	83.95	65.75	1,042.98	626.28	416.70	.....	.....
Grand Totals	110.45	105.69	156.54	8.16	380.84	$52,882.35	$36,910.36	$30,353.35	$120,146.06	$31,159.11	27,280.37	48,158.16	13,548.42

110.45 Miles Graded Road.....Cost	$31,159.11	Cost per mile	$	282.11
105.69 Miles Gravel Road.....Cost	27,280.37	Cost per mile		258.12
156.54 Miles Macadam Road.....Cost	48,158.16	Cost per mile		307.64
8.16 Miles Improved Road.....Cost	13,548.42	Cost per mile		1,660.35
380.84 Miles Road.....Cost, Repairs	52,882.35	Cost per mile		138.86
Maintenance	36,910.36	Cost per mile		96.92
Reconstruction	30,353.35	Cost per mile		79.70
380.84 Miles Road.....Total Cost	120,146.06	Cost per mile		315.48

To this amount of $120,146.06 should be added the cost of supervision, $325.48 (Table f) making a total expended under old repairs during this period of $120,471.54.

TOTAL OLD REPAIRS.

	MILEAGE.					EXPENDITURES.							
	Graded.	Gravel.	Macadam.	Improved.	Total.	Repair.	Maintenance.	Reconstruction.	Total.	Graded.	Gravel.	Macadam.	Improved.
Feb. 26, 1913, Oct. 1, 1913	110.45	105.69	156.54	8.16	380.84	$29,619.01	$11,612.08	$9,108.03	$50,339.12	$4,994.40	$18,652.38	$26.692.34	
Oct. 1, 1913, Oct. 1, 1914						52,882.35	36,910.36	30,353.35	120,146.06	31,159.11	27,280.37	48,158.16	$13.548.42
Total						$82,501.36	$48,522.44	$39,461.38	$170,485.18	$36,153.51	$45,932.75	$74,850.50	$13,548.42

TABLE (b).

This table shows a statement of work done on Trunk Line in reconstruction of roads already built and includes the work of resurfacing highways already constructed, the payment for which was made out of the repair funds. This account is divided by towns and is placed under New Repairs; that is, repairs to Trunk Lines.

NEW REPAIRS.—Reconstruction.

February 26, 1913, to October 1, 1913.

Town.	Description.	Original Type.	COST.				
			Drainage.	Surface.	Railing.	Miscellaneous	Total cost.
Barkhamsted,	Rubble Drain,	.....	$210.00	.....	.....	.....	$210.00
Beacon Falls,	Stone surface,	Graded	.....	$1,667.08	.....	.....	1,667.08
Bloomfield,	Bridge,	.....	3,800.00				
	Macadam resurface,	Macadam	.....	7,905.94	.....	.....	11,705.94
Bozrah,	Bituminous macadam,	Macadam	.....	1,138.84			
	Gravel surface,	Graded	.....	2,541.92	.....	.....	3,680.76
Bridgewater,	Stone surface,	Graded	.....	530.15	.....	.....	530.15
Brookfield,	Stone surface,	Gravel	.....	4,570.05	.....	.....	4,570.05
Brooklyn,	Culvert,	.....	25.00	.....	.....	.....	25.00
Colchester,	Telford base,	.....	834.00				
	Underdrain,	.....	43.35	.....	.....	.....	877.35
Colebrook,	Culvert,	.....	138.87	.....	.....	.....	138.87
Cromwell,	Railing,	.....	.....	.....	$182.25	.....	182.25
Danbury,	Macadam resurface,	Macadam	.....	1,902.22	.....	.....	1,902.22
E. Hartford,	Railing,	.....	.....	.....	538.88	.....	538.88
Easton,	Railing,	.....	.....	.....	642.72	.....	642.72
Enfield,	Macadam,	.....	.....	9,933.60			
	Brick pavement,	.....	.....	222.00			
	Bituminous macadam,	Macadam	.....	4,346.77	.....	.....	24,502.37
Fairfield,	Culvert,	.....	719.75	.....	.....	.....	719.75
Franklin,	Four inch macadam,	Graded	.....	14,334.03			
	Culverts, etc.,	.....	102.47				
	Telford base,	.....	600.00	.....	.....	.....	15,036.50
Greenwich,	Railing,	.....	.....	.....	147.97	.....	147.97
Haddam,	Railing,	.....	.....	.....	488.08	.....	488.08
Hamden,	Macadam resurface,	Macadam	.....	6,752.98			
	Tile drain,	.....	729.68				
	Railing,	.....	.....	.....	183.14	.....	7,665.80
Hampton,	Railing,	.....	.....	.....	110.77	.....	110.77
Huntington,	Gravel road	Ungraded	.....	12,280.29	.....	.....	12,280.29
Litchfield,	Retaining wall,	.....	.....	.....	.....	$915.50	
	Sight line,	.....	.....	.....	.....	1,080.65	1,996.15
Meriden,	Macadam resurface,	Macadam	.....	3,273.62	.....	.....	3,273.62
Middlebury,	Stone surface,	Gravel	.....	1,766.96	.....	.....	1,766.96
Middletown,	Railing,	.....	.....	.....	444.38		
	Shoulders, concrete wall,	.....	.....	.....	.....	1,195.91	1,640.29
Milford,	Macadam resurface,	Macadam	.....	7,258.59	.....	.....	7,258.59
Monroe,	Railing,	.....	.....	.....	2,926.09	.....	2,926.09
Montville,	Macadam resurface,	Macadam	.....	6,832.29			
	Paved gutters,	.....	222.70				
	Repairing fences,	.....	.....	.....	19.96	.....	7,074.95
Naugatuck,	Stone surface,	Graded	.....	1,680.81	.....	.....	1,680.81
New Canaan,	Macadam resurface,	Macadam	.....	868.85	.....	.....	868.85
New Hartford,	Culvert,	.....	58.88	.....	.....	.....	58.88
New London,	Macadam resurface,	Macadam	.....	1,022.39	.....	.....	1,022.39
New Milford,	Gravel surface,	Graded	.....	1,825.45	.....	.....	1,825.45
Newtown,	Railing,	.....	.....	.....	1,297.20		
	Stone surface,	Gravel	.....	2,598.29	.....	.....	3,895.49

NEW REPAIRS—(Continued.)

February 26, 1913—October 1, 1913.

Town.	Description.	Original Type.	COST.				
			Drainage.	Surface.	Railing	Miscellaneous.	Total cost.
North Haven,	Railing,	.....	.....	.....	$79.32	.....	$79.32
Norwalk,	Railing,	.....	.....	.....	302.40	.....	302.40
Norwich,	Macadam resurface,	Macadam	.....	$4,051.00	.....	.....	4,051.00
Plainville,	Macadam resurface,	Macadam	.....	8,765.62	.....	.....	8,765.62
Plymouth,	Concrete road, walls, Drainage,	Macadam	.....	27,135.68	.....	.....	27,135.68
Portland,	Rubble drain,	.....	$691.28	.....	.....	.....	691.28
Simsbury,	Telford base,	.....	759.00				
	Sight line,	.....	.....	382.80	.....	.....	1,141.80
Southbury,	Stone surface,	Gravel	.....	1,387.67	.....	.....	1,387.67
Sterling,	Retaining wall,	.....	.....	.....	.....	$160.82	160.82
Thomaston,	Gravel resurface,	Gravel	.....	3,925.96	.....	.....	3,925.96
Thompson,	Gravel resurface.	Gravel	.....	1,038.35	.....	.....	1,038.35
Tolland,	Stone surface,	Graded	.....	5,301.72	.....	.....	5,301.72
Torrington,	Railing,	.....	.....	.....	485.47		
	Sight line,	.....	.....	.....	.....	1,459.40	
	Gravel surface,	Graded	.....	3,564.03	.....	.....	5,508.90
Trumbull,	Gutters,	.....	279.35				
	Culverts,	.....	154.01				
	Bituminous macadam,	Macadam	.....	10,686.04	.....	.....	11,119.40
Vernon,	Macadam resurface,	Macadam	.....	9,140.72	.....	.....	9,140.72
Wallingford	Railing,	.....	.....	.....	341.90	.....	341.90
Waterford,	Macadam resurface,	Macadam	.....	4,420.79	.....	.....	4,420.79
WestHartford,	Stoning shoulders,	.....	.....	.....	.....	2,982.03	
	Rebuilding macadam,	Macadam	.....	10,331.59	.....	.....	13,313.62
Westport,	Culvert,	.....	130.85	.....	.....	.....	130.85
Willington,	Culvert,	.....	110.50	.....	.....	.....	110.50
Wilton,	Railing,	.....	.....	.....	302.40		
	Culverts,	.....	697.48	.....	.....	.....	999.88
Winchester,	Railing	.....	.....	.....	399.18		
	Stone surface,	Gravel	2,818.77	.....	.....	.....	3,217.95
Windham,	Railing,	.....	.....	.....	663.38	.....	663.38
Windsor,	Amiesite,	Macadam	.....	3,687.91	.....	.....	3,687.91
			$13,125.94	$199,073.00	$9,555.49	$7,794.31	$229,548.74

NEW REPAIRS—(Continued.)

October 1, 1913—October 1, 1914.

Town.	Description.	Original Type.	COST.				
			Drainage.	Surface.	Railing	Miscellaneous.	Total cost.
Ansonia,	Macadam resurface,	Macadam	.....	$158.40	.....	.....	$158.40
Avon,	Concrete gutters and wall,	.....	$795.26				
	Macadam,	Ungraded	.....	521.83	.....	.....	1,317.09
Bethany,	Gravel resurface,	Gravel	.....	835.85	.....	.....	835.85
Bloomfield,	Macadam resurface,	Macadam	.....	9,981.38			
	Culverts,	.....	166.75	.....	.....	.....	10,148.13
Branford,	Macadam resurface,	Macadam	.....	148.00	.....	.....	148.00
Bridgewater,	Stone surface,	Graded	.....	9,802.25	.....	.....	9,802.25
Bristol,	Macadam resurface,	Macadam	.....	3,402.10	.....	.....	3,402.10
Brooklyn,	Railing,	.....	.....	.....	$737.50		
	Macadam,	Ungraded	.....	1,298.72	.....	.....	2,036.22
Chatham,	Stone surface,	Graded	.....	3,581.26	.....	.....	3,581.26
Colchester,	Gravel resurface,	Gravel	.....	314.94	.....	.....	314.94
Cornwall,	Stone surface,	Graded	.....	3,543.66	.....	.....	3,543.66
Coventry,	Stone surface,	Gravel	.....	1,279.59	.....	.....	1,279.59
Danbury,	Railing,	.....	.....	.....	144.26	.....	144.26
Darien,	Stoning shoulders,	.....	.....	.....	.....	$53.08	
	Brick pavement,	.....	.....	892.03			
	Railing,	.....	.....	.....	403.43	.....	1,348.54
Durham,	Railing,	.....	.....	.....	42.56	.....	42.56
Eastford,	Railing,	.....	.....	.....	1,193.93	.....	1,193.93
Essex,	Culvert,	.....	56.75	.....	.....	.....	56.75
Fairfield,	Culverts,	.....	130.32				
	Sight line,	.....	.....	.....	.....	100.00	230.32
Farmington,	Retaining wall and sidewalk,	.....	.....	.....	.....	234.79	234.79
Franklin,	Four-inch macadam,	.....	.....	5,266.75			
	Rubble drain,	.....	1,390.00				
	Gravel surface,	.....	.....	2,174.39	.....	.....	8,831.14
Granby,	Native stone, Macadam,	Graded	.....	4,741.33	.....	.....	4,741.33
Greenwich,	Culvert,	.....	68.21				
	Concrete base,	.....	.....	.....	.....	330.96	
	Concrete shoulders,	.....	.....	.....	.....	41.95	441.12
Haddam,	Stone surface,	Graded	.....	1,103.98	.....	.....	1,103.98
Hamden,	Macadam resurface,	Macadam	.....	2,569.55	.....	.....	2,569.55
Hampton,	Gravel surface,	Graded	.....	1,650.00	.....	.....	1,650.00
Hartland,	Culverts,	.....	232.20	.....	.....	.....	232.20
Hebron,	Culvert,	.....	50.40	.....	.....	.....	50.40
Huntington,	Gravel road,	Ungraded	.....	409.00	.....	.....	409.00
Kent,	Stone surface,	Graded	.....	581.37	.....	.....	581.37
Killingly,	Railing,	.....	.....	.....	175.00	.....	175.00
Lisbon,	Culvert,	.....	23.50	.....	.....	.....	23.50
Litchfield,	Stone surface,	Graded	.....	6,383.13			
	Sight line,	.....	.....	.....	.....	750.00	7,133.13
Manchester,	Macadam road,	Ungraded	.....	10,695.70	.....	.....	10,695.70
Mansfield,	Telford base,	.....	397.87	.....	.....	.....	397.87
Middletown,	Stone surface,	Graded	.....	1,737.71			
	Culverts,	.....	330.01	.....	.....	.....	2,067.72
Milford,	Macadam surface,	Gravel	.....	1,661.45	.....	.....	1,661.45
Monroe,	Railing,	.....	.....	.....	225.00	.....	225.00
Naugatuck,	Railing,	.....	.....	.....	1,321.95	.....	1,321.95
New Haven,	Macadam resurface,	Macadam	.....	4,010.41	.....	.....	4,010.41
New Milford,	Gravel resurface,	Gravel	.....	3,887.10	.....	.....	3,887.10
Newtown,	Macadam surface,	.....	.....	1,439.00			
	Bridge,	.....	575.65				
	Culverts and rubble drain,	.....	4,905.62	.....	.....	.....	6,920.27
Norfolk,	Stone surface,	Graded	.....	883.12			
	Retaining wall,	.....	.....	.....	.....	941.86	$1,824.98

NEW REPAIRS—(Continued.)

October 1, 1913—October 1, 1914.

Town.	Description.	Original Type.	COST.				
			Drainage.	Surface.	Railing.	Miscellaneous.	Total cost.
No. Haven,	Culvert,	.....	$1.00	.....	.....	.....	$ 1.00
Orange,	Culvert,	.....	96.00	.....	.....	.....	96.00
Plainfield,	Railing,	.....	.....	.....	$175.00	.....	175.00
Plainville,	Amiesite,	Macadam	54.53	$7,494.10	.....	.....	7,548.63
Plymouth,	Concrete road,	Macadam	.....	27.73			
	Culverts,	.....	125.37	.....	.....	.....	153.10
Pomfret,	Sight line,	.....	.....	.....	.....	$10.00	10.00
Portland,	Macadam road,	Ungraded	.....	2,900.00	.....	.....	2,900.00
Putnam,	Railing,	.....	.....	.....	389.92		
	Amiesite,	Macadam	.....	15,735.30	.....	.....	16,125.22
Redding,	Culverts,	.....,	117.00	.....	.....	.....	117.00
Ridgefield,	Culverts,	.....	62.03	.....	.....	.....	62.03
Roxbury,	Stone Surface,	Graded	.....	2,344.05	.....	.....	2,344.05
Saybrook,	Macadam widening,	Macadam	.....	292.82	.....	.....	292.82
Scotland,	Culverts,	.....	107.95	.....	.....	.....	107.95
Sharon,	Gutter drains,	.....	304.48				
	Culverts,	.....	300.00				
	Gravel resurface,	Gravel	.....	1,469.74	.....	.....	2,074.22
Sherman,	Stone surface,	Graded	.....	1,319.00	.....	.....	1,319.00
Southbury,	Retaining walls,	.....	.....	.....	.....	5,042.77	5,042.77
Southington,	Concrete bridge,	.....	182.88	.....	.....	.....	182.88
Sterling,	Railing,	.....	.....	.....	175.00	.....	175.00
Stratford,	Curbing, concrete	.....	.....	.....	.....	273.80	
	Culvert,	.....	666.40	.....	.....	.....	940.20
Torrington,	Railing,	.....	.....	.....	805.44	.....	805.44
Trumbull,	Bituminous macadam,	Macadam	.....	31,988.57	.....	.....	31,988.57
Wallingford,	Bituminous Macadam,	Bituminous macadam	.....	2,417.92	.....	.....	2,417.92
Waterbury,	Railing,	.....	.....	.....	1,019.55	.....	1,019.55
W. Hartford,	Bituminous concrete,	Macadam	.....	4,753.45			
	Macadam resurface,	Macadam	.....	3,899.85	.....	.....	8,653.30
Westport,	Gutters,	.....	384.55	.....	.....	.....	384.55
Wethersfield,	Macadam resurface,	Macadam	.....	1,657.20	.....	.....	1,657.20
Willington,	Gravel surface,	Graded	.....	161.03	.....	.....	161.03
Wilton,	Sight line and wall,	.....	.....	.....	.....	1,037.15	1,037.15
Windham,	Railing,	.....	.....	.....	121.95	.....	121.95
Windsor,	Macadam resurface,	Macadam	.....	1,991.96			
	Amiesite,	Macadam	.....	7,238.46	.....	.....	9,230.42
			$11,524.73	$170,645.18	$6,930.49	$8,816.36	$197,916.76

NEW REPAIRS—RECONSTRUCTION.

From	To	Drainage	Surface	Railing	Miscellaneous	Total
Feb. 26, 1913—	Oct. 1, 1913	$13,125.94	$199,073.00	$9,555.49	$7,794.31	$229,548.74
Oct. 1, 1913—	Oct. 1, 1914	11,524.73	170,645.18	6,930.49	8,816.36	197,916.76
Totals	.....	$24,650.67	$369,718.18	$16,485.98	$16,610.67	$427,465.50

TABLE (c).

This table shows the total cost of temporary repairs to trunk lines.

Total Expenditures	$1,433,315.49
Total Reconstruction	427,465.50
Total Repairs (Temporary)	$1,005,849.99

TABLE (d).

This table shows a statement of work done on state aid roads in reconstruction of roads already built and includes the work of resurfacing highways already constructed, the payment for which was made out of the state aid repair funds. This account is divided by towns.

OLD REPAIRS—(Reconstruction)

October 1, 1913—October 1, 1914.

Town.	Description.	Original Type.	COST.				
			Drainage.	Surface.	Railing.	Miscellaneous.	Total cost.
Bloomfield,	Macadam resurface,	Macadam	.....	$1,994.18	.....	.....	$1,944.18
Bridgeport,	Macadam resurface,	Macadam,	.....	256.14	.....	.....	256.14
Burlington,	Stone surface, railing,	Graded,	.....	369.70	.....	.....	369.70
Easton,	Railing, Gravel resurface,	Gravel,	.....	753.10	$247.37	.....	1,000.47
East Windsor,	Macadam resurface,	Macadam,	.....	613.96	.....	.....	613.96
Franklin,	Stone surface,	Gravel,	.....	900.49	.....	.....	900.49
Hamden,	Macadam resurface,	Macadam,	.....	2,962.46	.....	.....	2,962.46
Hartford,	Macadam resurface,	Macadam,	.....	625.66	.....	.....	625.66
Lyme,	Culvert,	.....	$289.12	.....	.....	.....	289.12
Middletown,	Stone surface,	Ungraded,	.....	750.00	.....	.....	750.00
Milford,	Stone resurface, Stone resurface,	Gravel, Macadam,	....	2,274.40 422.55	.....	.....	2,696.95
New Canaan,	Culvert,	.....	30.00	.....	.....	.....	30.00
New Fairfield,	Gravel surface,	Graded,	.....	505.24	.....	.....	505.24
New Haven,	Macadam resurface	Macadam,	.....	1,281.32	.....	.....	1,281.32
New Milford,	Railing,	.....	.....	.....	65.36	.....	65.36
Ridgefield,	Concrete road,	Macadam,	.....	12,983.37	.....	.....	12,983.37
Roxbury,	Walls,	.....	.....	.....	.....	$923.76	923.76
Saybrook,	Gravel resurface,	Gravel,	.....	166.59	.....	.....	166.59
Scotland,	Gravel surface,	Graded,	.....	903.63	.....	.....	903.63
Sprague,	Railing,	.....	.....	.....	484.40	.....	484.40
Stratford,	Culvert,	.....	40.01	.....	.....	.....	40.01
Trumbull,	Culverts, Macadam surface,	..... Macadam,	83.00	313.85	.....	.....	396.85
Willington,	Culverts,	.....	47.94	.....	.....	.....	47.94
Woodstock,	Macadam surface,	Graded,	.....	65.75	.....	.....	65.75
			$490.07	$28,142.39	$797.13	$923.76	$30,353.35

OLD REPAIRS—(Continued.)

February 26, 1913—October 1, 1913.

Town.	Description.	Original Type.	COST.				
			Drainage.	Surface.	Railing.	Miscellaneous.	Total cost.
Ansonia,	Macadam resurface,	Macadam,	.....	$998.98	.....	.....	$998.98
Chester,	Gravel resurface,	Gravel,	.....	353.85	.....	.....	353.85
Danbury,	Macadam road,	Ungraded,	.....	1,640.86	.....	.....	1,640.86
Easton,	Gravel resurface,	Gravel,	.....	1,090.80	.....	.....	1,090.80
Fairfield,	Culverts,	.....	$216.70	.....	.....	.....	216.70
Milford,	Stone surface,	Macadam, gravel	.....	2,730.28	.....	.....	2,730.28
New Haven,	Macadam resurface,	Macadam,	.....	1,207.18	.....	.....	1,207.18
Newington,	Culvert,	.....	133.21	.....	.....	.....	133.21
North Branford,	Culvert,	.....	78.00	.....	.....	.....	78.00
Norwalk,	Macadam resurface,	Macadam,	.....	43.29	.....	.....	43.29
Orange,	Railing,	.....	.....	.....	$139.67	.....	139.67
Ridgefield,	Culvert,	.....	20.58	.....	.....	.....	20.58
Southbury,	Railing,	.....	.....	.....	9.00	.....	9.00
South Windsor,	Stone resurface,	Macadam	.....	52.28	.....	.....	52.28
Westport,	Culvert,	.....	67.50	.....	.....	.....	67.50
Wilton,	Railing,	.....	.....	.....	74.85	.....	74.85
Woodstock,	Railing,	.....	.....	.....	251.00	.....	251.00
			$515.99	$8,117.52	$474.52		$9,108.03

	Drainage	Surface	Railing	Miscellaneous	Total
Feb. 26, 1913—Oct. 1, 1913.....	$515.99	$ 8,117.52	$474.52	.....	$ 9,108.03
Oct. 1, 1913—Oct. 1, 1914.....	490.07	28,142.39	797.13	$923.76	30,353.35
Totals	$1,006.06	$36,259.91	$1,271.65	$923.76	$39,461.38

TABLE (e).

This table gives a statement of expenditures for temporary work on state aid roads; that is to say, the work of ordinary repairs on this type of roads.

Item	IV	(a)	Total Expenditures	$170,485.18
Item	IV	(b)	Total Reconstruction	39,461.38
Item	IV	(c)	Total Repairs (Temporary)	$131,023.80

TABLE (f).

This table shows the cost of supervision and equipment for the different repair districts divided by years and shows that the cost of supervision of repairs has been approximately 6%.

SUPERVISION AND EQUIPMENT

NEW REPAIRS.—Overhead, October 1, 1913—October 1, 1914.

District No.	Supervisor.	Supervision.	Equipment.	Total.
1.	R. E. Donnelly	$ 2,329.90	$ 459.92	$ 2,789.82
2.	A. C. Innis	6,266.15	761.28	7,027.43
3.	E. P. O'Brien	2,739.88	1,263.22	4,003.10
4.	B. A. Cooke	2,646.11	1,393.28	4,039.39
5.	D. R. Kane	2,751.56	1,271.40	4,022.96
6.	D. R. Kane	2,421.21	980.95	3,402.16
7.	M. F. Mulville	2,168.88	1,434.76	3,603.64
8.	J. Deming	4,132.42	1,172.37	5,304.79
9.	F. W. Pratt	4,105.91	3,424.29	7,530.20
10.	H. H. Davenport	3,558.34	1,561.61	5,119.95
Miscellaneous	.....	20,393.16	18.00	20,411.16
		$53,513.52	$13,741.08	$67,254.60

Overhead, February 26, 1913.– October 1, 1913.

District No.	Supervisor.	Supervision.	Equipment.	Total.
1.	R. E. Donnelly	$1,210.62	$ 963.53	$2,174.15
2.	A. C. Innis	1,903.61	255.94	2,159.55
3.	E. P. O'Brien	1,003.47	325.00	1,328.47
4.	B. A. Cooke	1,777.86	7.38	1,785.24
5.	D. R. Kane	1,523.92	165.00	1,688.92
6.	D. R. Kane	973.71	150.00	1,123.71
7.	M. F. Mulville	1,434.67	.....	1,434.67
8.	J. Deming	1,971.99	1,031.99	3,003.98
9.	F. W. Pratt	2,036.30	26.80	2,063.10
10.	H. H. Davenport	1,230.95	410.51	1,641.46
Miscellaneous	.....	6,000.61	482.82	6,483.43
		$21,067.71	$3,818.97	$24,886.68

	Supervision.	Equipment.	Total.
October 1, 1913—October 1, 1914.....	$53,513.52	$13,741.08	$67,254.60
February 26, 1913—October 1, 1913....	21,067.71	3,818.97	24,886.68
	$74,581.23	$17,560.05	$92,141.28

OLD REPAIRS.—Overhead, October 1, 1913—October 1, 1914.

District No.	Supervisor.	Supervision.	Equipment.	Total.
1.	R. E. Donnelly		$10.15	$10.15
2.	A. C. Innis	$4.25	8.54	12.79
3.	E. P. O'Brien		....	....
4.	B. A. Cooke		.80	.80
5.	D. R. Kane		9.06	9.06
6.	D. R. Kane		36.80	36.80
7.	M. F. Mulville		15.00	15.00
8.	J. Deming		13.90	13.90
9.	F. W. Pratt		....	....
10.	H. H. Davenport		226.98	226.98
		$4.25	$321.23	$325.48

TABLE (g).

This table is a general summary of the amounts spent by the Repair Department between February 26th, 1913, and October 1st, 1914.

SUMMARY.

New Repairs February 26, 1913—October 1, 1913 ..	$648,216.15	
New Repairs October 1, 1913—October 1, 1914.....	785,099.34	
New Repairs, Total	————	$1,433,315.49
Old Repairs February 26, 1913—October 1, 1913 ..	50,339.12	
Old Repairs October 1, 1913—October 1, 1914	120,146.06	
Old Repairs, Total	————	170,485.18
Supervision and Equipment, Old repairs		325.48
Supervision and Equipment, New repairs		92,141.28
Total		$1,696,267.43

TABLE (h).

This table shows the mileage of trunk line highways originally built by the towns and placed in good condition and turned over to the Repair Department of the State to be included in the total mileage of State roads now taken care of by the Highway Department.

TRUNK LINE

Sections not originally constructed by the State and maintained by the State.

TOWN.	ROAD.	T. L. No.	Length Ft.	Length Miles.	Type.
Bloomfield	Hartford–Tariffville	9	516	.098	Macadam
Bloomfield	Hartford–Tariffville	9	605	.115	Macadam
Bristol	Hartford–Waterbury	4c	764	.145	Macadam
Brooklyn	Danielson–Brooklyn	14	2940	.557	Macadam
Cromwell	Hartford–Saybrook	7	350	.066	Macadam
Cromwell	Hartford–Saybrook	7	1700	.322	Macadam
Cromwell	Hartford–Saybrook	7	38.5	.007	Macadam
Cromwell	Hartford–Saybrook	7	2638	.500	Macadam
Cromwell	Hartford–Saybrook	7	1098	.208	Macadam
Danbury	Danbury–Norwalk	2	7350	1.392	Gravel
Durham	Middletown–New Haven	7b	1195	.226	Macadam
East Hartford	Hartford–Willimantic	14	4685	.887	Macadam
Enfield	Hartford–Springfield	8	1085	.205	Bitum. Macadam
Enfield	Hartford–Springfield	8	4582	.868	Bitum. Macadam
Enfield	Hartford–Springfield	8	486	.092	Macadam
Essex	Hartford–Saybrook	7	1291	.244	Graded
Haddam	Hartford–Saybrook	7	4000	.758	Graded
Hamden	New Haven–Cheshire	5	4875	.923	Macadam
Hampton	Willimantic–Hampton	14	2304	.436	Gravel
Kent	New Milford–Canaan	2	2000	.379	Graded with 2-inch Trap surface
Killingly	Putnam–Norwich	10	2437	.461	Macadam
Killingly	Putnam–Norwich	10	4379	.829	Macadam
Middletown	Middletown–New Haven	7b	1057	.200	Macadam
Milford	Boston Post Road	1	1520	.288	Macadam
New Haven	New Haven–Hartford	6	2012	.381	Macadam
New London	New London–Hartford	9	1328.5	.252	Bitum. Macadam
No. Branford	New-Haven–Middletown	6a	1851	.350	Macadam
No. Branford	New-Haven–Middletown	6a	1334	.252	Macadam
No. Branford	New-Haven–Middletown	6a	456	.086	Macadam
North Haven	New Haven–Hartford	6	1036	.196	Macadam
North Haven	New Haven–Hartford	6	808	.153	Macadam
North Haven	New Haven–Hartford	6	698	.132	Macadam
North Haven	New Haven–Hartford	6	2397	.454	Macadam
North Haven	New Haven–Hartford	6	23	.004	Macadam
North Haven	New Haven–Hartford	6	3590	.680	Macadam
North Haven	New Haven–Middletown	6a	5585	1.058	Macadam
North Haven	New Haven–Middletown	6a	7321	1.387	Macadam
Norwich	Norwich–New London	10	3855	.730	Macadam
Norwich	Norwich–New London	11	5104	.967	Macadam
Norwich	Norwich–New London	11	3161	.559	Macadam
Old Saybrook	Hartford–Saybrook	7	2406	.456	Gravel Macadam
Plainfield	Putnam–Norwich	10	7300	1.382	Macadam
Plainfield	Putnam–Norwich	10	10295	1.950	Macadam
Plainfield	Wauregan–Brooklyn	13	2950	.559	Macadam
Plainfield	Central Village–Sterling	13	11345	2.149	Macadam
Pomfret	Pomfret–Abington	12a	3474	.658	Macadam
Portland	Easthampton Road	13	2915	.552	Macadam
Simsbury	Avon–Simsbury	5	2218	.420	Macadam
Somers	Enfield–Stafford	8a	1750	.331	Macadam
Stonington	Boston Post Road	1	928	.176	Macadam
Suffield	Hartford–Springfield	7	3129	.593	Macadam

TABLE (h)—Continued.

TOWN.	ROAD.	T. L. No.	Length Ft.	Length Miles.	Type.
Thomaston	Waterbury–Torrington	4	2258	.428	Graded
Thompson	Putnam–Webster	10	1617	.306	Macadam
Thompson	Putnam–Webster	10	1555	.294	Macadam
Thompson	Putnam–Webster	10	935	.177	Macadam
Thompson	Putnam–Webster	10	624	.118	Macadam
Westbrook	Boston Post Road	1	1395	.264	Macadam
West Hartford	West Hartford–Simsbury	5a	986	.187	Macadam
West Hartford	Hartford–New Britain	4c	5881	1.114	Macadam
Woodbury	Main Street	3	3920	.742	Macadam
Torrington	Torrington–Winsted	4	2775	.526	Macadam
			165,111	31.271	miles

TABLE (i).

This table shows the mileage of state aid highways originally built by the towns and placed in good condition and turned over to the repair department of the state to be included in the total mileage of state roads now taken care of by the Highway Department.

TOWN.	ROAD.	Length Ft.	Miles. Length	Type.
Hamden	Whitney Ave.	1953	.370	Macadam
Hamden	Whitney Ave.	9010	1.706	Macadam
North Haven	State Street	994	.188	Macadam
North Haven	State Street	5959	1.129	Macadam
Orange	Shore Road	3455	.654	Macadam
Wethersfield	State St. Southerly	493	.093	Macadam
		21864	4.140	

This statement will explain the difference between the totals shown in Table N of Item 2 and Table A of Item 4 relating to the expenditures for Old Repairs during the year ending September 30, 1914.

Total spent, per Item 4–A		$120,471.54
Less amount shown in 4–A before October 1, 1914 and on Cash Book after October 1, 1914		691.31
		119,780.23
Amounts transferred—Credit shown on Cash Book before October 1, 1914 and transfer made after October 1st, 1914		263.20
		119,517.03
Amounts transferred—Debit shown on Cash Book before October 1, 1914 and transfer made after October 1, 1914		161.70
Adjusted—Total Item 4–A		$119,678.73
Total, per Item 2–N		$119,678.73

This statement will explain the difference between the totals shown in Table N of Item 2 and Table A of Item 4 relating to the expenditures for New Repairs during the year ending September 30, 1914.

Total spent, per Item 4–A		$852,353.94
Less items paid from balance of Force Account money on hand October 1st, 1913		1,375.89
		850,978.05
Less amount shown in Item 4–A before October 1st, 1914, and on Cash Book after October 1st, 1914		1,963.46
		849,014.59
Amounts transferred—Debit shown on Cash Book before October 1st, 1914, and transfer made after October 1st, 1914		263.20
		849,277.79
Amounts transferred—Credit shown on Cash Book before October 1st, 1914, and transfer made after October 1st, 1914		161.70
Adjusted—Total Item 4–A		$849,116.09
Total, per Item 2–N		$849,116.09

ITEM 5.

General statement of other accounts not included in construction and repairs, that is to say, engineering and inspection and miscellaneous accounts for which appropriations are made as shown in Item 2, Table (1).

This statement covers the year beginning October 1, 1913, and ending September 30, 1914. As the system of bookkeeping was not installed until October 1, 1913, similar details for the previous period cannot be given.

DISTRIBUTION OF EXPENDITURES.

DEPUTIES, ENGINEERS AND INSPECTORS.

Total disbursement (per Item 2, Table L)		$111,977.07
Deputy's salary	$2,400.00	
Deputy's expenses	533.75	
Division Engineers' salaries	14,075.00	
Division Engineers' assistants' salaries	61,461.83	
Expenses of both	19,678.53	
Chemist's salary	1,200.00	
Chemist's rent	112.50	
Chemist's expenses	40.67	
Salaries Office Engineers	8,129.00	
Supplies and expenses of office	4,345.79	
		111,977.07

OFFICE AND CLERICAL APPROPRIATION.

Total disbursement		$13,729.09
Salaries	$7,354.80	
Advertising	1,879.15	
Supplies	245.42	
Paper and printing	1,276.01	
Auditing (C. W. Dutcher)	593.00	
Postage and stamped envelopes	802.00	
Equipment (Multigraph and filing system)	820.96	
Express	69.12	
Rent	56.25	
Insurance (Commissioner's bond)	25.00	
Telephone	484.14	
Miscellaneous	123.24	
		13,729.09

AUTOMOBILE APPROPRIATION.

Total disbursement		$3,220.16
Chauffeur's salary	$864.00	
Gasoline, storage and accessories	2,356.16	
		3,220.16

COMMISSIONER'S TRAVELING EXPENSES.

Total disbursement		$1,034.71
Hotel	$590.32	
Auto hire	37.25	
Railroad fare	65.55	
Conventions	314.26	
Sundries (telephone, etc.)	27.33	
		1,034.71

COMMISSIONER'S SALARY.

Total disbursement		$5,000.00
11 months at $416.66	$4,583.26	
1 month at $416.74	416.74	
		5,000.00

NEW REPAIRS APPROPRIATION.

Total amounts expended, per Item 4-A $852,353.94

DISTRIBUTION.

Superintendent's salary	$2,400.00	
Superintendent's expenses	3,630.96	
Assistant Superintendent's salary	1,999.92	
Assistant Superintendent's expenses	385.00	
Engineer's salary	1,650.00	
Engineer's expenses	298.73	
Inspectors' salaries and expenses	4,936.17	
Supervisors' salaries	13,025.00	
Supervisors' expenses	16,456.02	
Office salaries	3,055.43	
Office expenses	794.43	
Labor and material	803,722.28	
		$852,353.94

ITEM 6.

GENERAL CONCLUSIONS, RECOMMENDATIONS AND SPECIAL NOTES.

Under Item 6, it is proposed to state in a general way what the best results on certain types of roads have been and other specific details in connection with the work of the Highway Department for the past two years.

ROAD CONSTRUCTION.

As a result of the work done by the Highway Department during the past two years, it seems well to advance the general theory of separating the construction of roads into three types.

For roads of extremely heavy travel not already constructed, the principle of constructing so-called permanent pavements, should be adhered to. In these so-called permanent pavements are comprehended the ordinary types of city pavements, including granite block, brick, sheet asphalt, bituminous-concrete and concrete. All these pavements should be constructed with a concrete foundation. The idea in using a straight concrete road is that this surface can be used to accommodate travel for a considerable term of years, after which the road itself can be covered with some type of pavement surface, securing the benefit of a concrete foundation and saving the original expense of a concrete road. It does not seem to this Department that the concrete road is the absolute perfection of road surfaces claimed, but there does seem to be a reasonable use for the concrete road for a certain term of years, as outlined above.

Second, for roads of lighter travel with a preponderance of automobiles, the use of a bituminous-bound native-stone road is recommended; that is to say, a road built either by the so-called penetration or mixing method in which the stone aggregate is secured by crushing the local native material, and the binding material consists of a proper grade of coal tar or asphalt. Considerable trouble has been experienced in determining the proper coal tar or asphalt to be used for road work. Our experience is that unless extremely rigid specifications are made and adhered to, both in the selection of the material and its use, there is less success in the use of asphaltic products for penetration work particularly.

COLEBROOK, CONNECTICUT.

Reinforced concrete arch bridge, built by State and Town.

Third, for roads subjected to light travel, mixed in character, the construction of gravel or native stone macadam roads is recommended. An additional type for this purpose would consist in the modified macadam in which the small stone is placed on the top of the native local material (whether stone or gravel) in such a manner as to form a hard surface, but these roads are of a cheaper type and should be used in cases where the travel is light and may not develop materially with the construction of the road. Construction of this type can be safely used also on roads which are subjected to summer automobile travel.

Probably the most economical and successful type of road which can be built is the gravel road, providing a source of supply is available. A gravel road properly constructed of suitable material, is a very successful and economical type easily and cheaply maintained and pleasant and agreeable to travel. When properly treated with a heavy coat of crude asphaltic oil, the results are good.

SEVEN TRUNK LINES.

The trunk line system of Connecticut is a layout of main roads amounting to about 1,520 miles. Of this about sixty per cent. are already constructed and in the apportionment of the last appropriation for trunk lines, the money was used to complete, so far as possible, seven roads which were considered to be the main routes of the state. This decision was modified somewhat by the necessity of connecting the work already completed, but in main, the seven trunk lines, which are now practically complete as state highways, are as follows:

First, the road from New York to Westerly along Long Island Sound,

Second, New Haven to Springfield, by way of Meriden and Hartford,

Third, Stratford to Winsted, up the Housatonic and Naugatuck Valleys,

Fourth, New London to Thompson, passing through the French River Valley,

Fifth, Danbury, through Waterbury, Hartford, Man-

chester, Willimantic, Putnam and thence to the Rhode Island line,

SIXTH, Norfolk, through Winsted and Hartford, adjoining the road to the east mentioned above.

SEVENTH, the road from Saybrook to Hartford and thence branching east and west adjoining the two roads mentioned above.

PARTICULAR IMPROVEMENTS MADE IN THE CONSTRUCTION OF ROADS.

In almost every instance where the State has constructed highways, the improvement has been marked, but particular attention must be called to certain specific roads which have been built for the purpose either of closing gaps in trunk lines or for the purpose of eliminating exceedingly bad road conditions.

The following indicates some of the construction work which appears to be of considerable benefit in the development of the general highway system:

TOWN OF SALISBURY: The construction of Smith Hill from Dutcher's bridge to the road to Twin Lakes. This particular piece of road was extremely expensive to construct, consisting of an exceedingly bad hill which was practically impassable for six months in the year. The completion of this work gives an outlet for the northwestern section of Connecticut so that the central part of the State can be reached safely.

TOWNS OF AVON, SIMSBURY, CANTON: A stretch of road was built through these towns completing an unfinished gap in the so-called "Albany Turnpike" and eliminating an especially difficult piece of sandy road. The road in question is now passable from Hartford to Canaan for the entire year, excepting in cases of deep snow.

TOWNS OF STONINGTON AND GROTON: Roads were constructed in these towns on Fort Hill in Groton and from the Borough of Stonington east towards Westerly. In both instances very bad grades were improved and slight lines straightened. This work is a part of the development of the shore road from New York to Providence and when finally completed will make

a State highway for the entire length of the State on this important route.

Towns of Bolton and Andover: The construction of the road through Bolton and Andover closing up bad gaps in the trunk line system, has been a material improvement particularly in the elimination of extremely bad curves and grades.

In connection with the Bolton and Andover road, it is fair to say that the piece of road at Bolton Station (New York, New Haven & Hartford Railroad) has been purposely left out of construction with the view to eliminating the grade crossing at the same time that the improvement of the road is undertaken. It would seem that by co-operation with the Railroad Company a wonderful improvement could be consummated at this particular place. There is a feasible and practical method of eliminating this grade crossing by change in location of the highway. Co-operation with the Railroad Company, Town, and State, would make possible an increased safety to the traveling public.

Towns of Eastford and Chaplin: By the construction of the seven miles of road in the Towns of Eastford and Chaplin between Willimantic and Putnam, the northeast end of the State is given a means of communication with the central portion and an extremely bad road condition eliminated.

ROAD RECONSTRUCTION.

Possibly the most difficult problem with which any Highway Department has to deal is the reconstruction or resurfacing of existing macadam roads. In many cases these roads have been allowed to fall into disrepair or have been over-oiled, so that some treatment must be applied requiring the entire reconstruction of the road surface itself. The macadam road having been thoroughly compacted by time and travel, constitutes an excellent foundation for the application of some bituminous type of surface. The selection of the character of this bituminous top is largely a matter of experiment. In Connecticut we have had many types of road surface applied to old macadam roads under heavy travel with a varying degree of success. Some of these road surfaces are patented and others

are built under specifications which are open to the public. The objection to patented surfaces lies mainly in the lack of competition, but on the other hand, patented surfaces have shown themselves to be superior, in most instances, to the open specification pavements and are more successful in resisting travel. Warrenite pavement has been laid in Connecticut with good results and under a five year maintenance clause. The main objection to this pavement is its slipperiness in wet or cold weather, but this is true in the case of any bituminous pavement, or hard surfaced road.

Amiesite has been used to some extent and while less slippery than Warrenite, seems to show a greater degree of wear during the same period of time.

Hassam pavement, a patented concrete pavement, has been built with good success, but a plain mixed concrete compares favorably in results so far secured.

The Topeka specification is probably the most successful of the non-patented types. The cost is slightly less than the patented types and the results so far, are apparently nearly as good.

Other pavements built by the penetration or mixing methods thus far have not compared favorably with the pavements mentioned, although considerable success has been achieved in the use of the pavement built by penetration method using coal tar or asphalt products.

One of the worst problems with which the Highway Department of Connecticut is concerned is the reconstruction of roads which were originally built as graded roads and on which no hard surface was constructed. There are many miles of such roads which were properly designed when originally built, but travel has developed to such a degree that it will be necessary to place on these roads a large amount of money for the reconstruction of the surface. This work should be undertaken before any extension of the trunk line system is made so that the so-called "Improved Roads" may be actually hard surfaced roads suitable to the traffic to which they are subjected.

In connection with the reconstruction of existing highways, much improvement has been made by resurfacing old roads and also in the elimination of particularly bad conditions in one or two places.

The most noticeable improvement consists in the reconstruction of the highway between Hartford and Windsor. This road was impassable during the winter months and has been constructed with concrete to great advantage.

In the Town of Clinton, the Town and State have improved the conditions at the intersection of the trolley and highway by the removal of a house, so that the road is now in first class condition and far safer than previously.

Numerous instances of removal of bad obstructions to sight lines have been undertaken and completed.

ELIMINATION OF GRADE CROSSINGS.

No report of the Highway Department would be complete without a word of warning as to the existence of grade crossings on Trunk Line highways. Dangerous grade crossings exist frequently on Trunk Lines and these crossings are becoming more and more a menace to the public safety, as fast automobile travel increases.

At the present time there is no appropriation made by the State for the purpose of eliminating grade crossings and it would seem that in the future, when the financial condition of the State shall warrant the expenditure, a certain amount of money should be appropriated for this purpose and the Highway Department given the right to petition for the elimination of grade crossings in the same manner as is now provided for in the towns. It would seem almost imperative to undertake work of this character rather than to extend the Trunk Line system to any great amount.

TRUNK LINES CONSTRUCTED WITHOUT REGARD TO TOWN OR COUNTY LINES.

In the construction of Trunk Line highways by State appropriations, there has been no attempt to divide the money equally between counties or among towns. The effort has been rather to complete continuous roads without regard to imaginary lines of this character. This practice carried to a successful issue will eventually result in a complete Trunk Line system, giving rapid and safe means of intercommunication between centers of population.

TRANSPORTATION TO ASSISTANTS.

In order to properly supervise the work of the Highway Department, adequate means of transportation must be provided to the employees and in carrying out this principle, each supervisor and division engineer has been furnished with an automobile for his use in supervising contracts and maintenance work.

COST OF SUPERVISION.

The overhead charge of this Department has been low, in spite of the fact that the Department is separated in two parts, namely, "Construction" and "Repairs."

The actual overhead charge, including all inspection, engineering and supervision of repairs, transportation, amounts to about six per cent. of the total amount of money appropriated. This item includes this expense and Commissioner's salary.

UNIVERSAL INFORMATION.

The principle of this Department has been, "no secrets among State employees." Every action of the Commissioner or his deputies and assistants is entered in a form of diary and issued as free information to all the men interested so that if any decision is made by the Commissioner or other official, the information is immediately available to the man who is actually to do the work. A carbon copy of every letter that goes out of the office is circulated through the Department so that the information is widespread. A list of contracts, a list of the amounts due the towns and a trial balance of the Department's finances, are published monthly and sent out to the men interested. This principle makes it possible for the entire Department to work in harmony and with a further knowledge of the aims and intentions of the men in charge, so that there is no excuse for misunderstood orders, for conflict of authority, or for failure to carry out instructions. Under the system installed, there can be no duplication or conflict of orders. Each man knows to whom he is to report and what is expected of him.

EXPLANATION OF THE HIGHWAY DEPARTMENT'S ACTIVITIES.

The above report covers in detail the doings of the Highway Department along lines specified by the Highway Law. There seems, however, to be a further field for the Department's activities; namely in the improvement of the general road conditions all over the State. No matter how generous the appropriations for highway construction may be, it is idle to suppose that the entire road system of Connecticut can ever be constructed as State road. There are approximately 12,000 miles of highways outside of cities in the State. Of this slightly more than one-tenth has been constructed in nineteen years, at a total cost of about $12,000,000. There can be no question, however, that the increasing travel to which all roads are subjected shows a necessity for a general improvement in road conditions, and, assuming that the Highway Department is competent to carry out the work for which it is instituted, there should be co-operation between the towns and the Highway Department in the general improvement of the road conditions on roads other than State roads. A few experiments along these lines have been tried with considerable success. Advice has been given in the maintenance of the ordinary earth roads and wherever this advice has been followed, the results have been justified.

The Department stands ready at any time to co-operate with and advise the towns as to the best method of improving their existing roads. The methods used at present are not right, with few exceptions, and the Highway Department is in a position to give advice as to the maintenance of earth roads and is willing to advise towns in every instance. The offer of such aid is not an effort to increase the powers of the Highway Department but comes from a wish on the part of the organization to improve the road conditions throughout the State. On account of this feeling, such aid can only be given when asked.

CONCLUSION.

This report would not be complete without the statement that Connecticut stands well up in the list of states along the lines of highway development. The highway system of Connecticut is extensive and good, the work extending over a period of nearly twenty years, and is as near completion as any other state.

Whatever success has been achieved by the Highway Department during the past two years is due to the unity of spirit which exists amongst the employees. There is no selfish interest at work anywhere in the Department for the betterment of any one particular man. Every employee seems to feel the need of friendly co-operation in order that successful work may be done and this Department is particularly free from internal jealousies and fortunate in the spirit with which it approaches the work to be done.

UNIVERSITY OF ILLINOIS-URBANA
3 0112 078765929